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MINISTRY OF TRANSPORT.

1926

Railway Statistics—Great Britain

PARTICULARS OF TRAFFIC CARRIED BY PASSENGER AND FREIGHT TRAINS, STATISTICS OF OPERATION, ETC., FOR THE MONTH OF AUGUST, 1926.

No. 81.

LONDON :
PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

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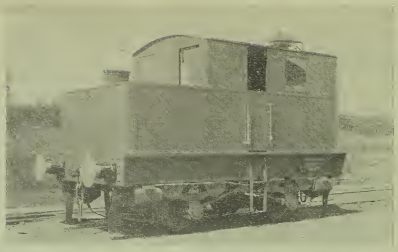

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MINISTRY OF TRANSPORT

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For Explanatory Notes—*see* page 25.

Period.	Year.	Weekdays (excluding Bank Holidays).	Sundays.	Bank Holidays.	Total.
Month of August	1926	25	5	1	31
	1925	*25*	*5*	*1*	*31*
8 Months ended 31st August	1926	204	35	4*	243
	1925	*204*	*35*	*4**	*243*

* Includes Good Friday.

Certain modifications have been made temporarily in the compilation of Tables III and XIII in view of the abnormal industrial conditions.

In making any comparison between the figures for the month of August and those for other months, it is necessary to bear in mind the disturbing effect upon Railway Traffic of the cessation of work in the Coal Mines.

(24477) Wt. 6915 625 11/26 Harrow G&S/25.

MINISTRY OF TRANSPORT.

RAILWAY STATISTICS—GREAT BRITAIN.

TABLE I.—AGGREGATE FIGURES FOR EIGHT MONTHS ENDED 31st August, 1926.

Description.	Great Britain. (All Standard Gauge Railways.) Aggregate of year to date.	Increase or *Decrease* compared with the corresponding period of 1925. Units.	Per cent.	Great Britain. (Standard Gauge Railways.—Excluding London Tubes and Metropolitan District Railway.) Aggregate of year to date.	Increase or *Decrease* compared with the corresponding period of 1925. Units.	Per cent.
PASSENGER TRAIN TRAFFIC :—						
Passenger Journeys (excluding Season Ticket Holders).	No.	No.		No.	No.	
At Full Fares	352,687,022	*60,396,582*	*14·62*	230,440,615	*55,879,152*	*19·52*
At Reduced Fares :						
Excursion and Weekend	138,764,710	*9,889,669*	*6·65*	137,359,407	*8,920,834*	*6·10*
Workmen	170,942,666	*34,416,234*	*16·76*	143,591,058	*33,266,530*	*18·81*
Other Descriptions	42,983,288	*13,791,539*	*24·29*	41,488,680	*13,620,245*	*24·72*
Total	705,377,686	*118,494,024*	*14·33*	552,879,760	*111,686,761*	*16·81*
Passenger Receipts (excluding Season Ticket Holders).	£	£		£	£	
At Full Fares	25,514,770	*1,720,291*	*6·32*	23,834,889	*1,645,276*	*6·46*
At Reduced Fares :						
Excursion and Weekend	8,138,151	*2,350,006*	*22·41*	8,100,620	*2,317,695*	*22·25*
Workmen	2,295,610	*437,793*	*16·02*	2,032,532	*429,681*	*17·45*
Other Descriptions	4,187,521	*1,968,776*	*31·93*	4,174,091	*1,966,972*	*32·03*
Total	40,136,052	*6,476,866*	*13·90*	38,142,132	*6,359,624*	*14·29*
Season Tickets.						
Receipts from Tickets issued during month	£ 6,996,735	£ *425,830*	*5·78*	£ 6,613,469	£ *463,589*	*6·55*
Parcels and Miscellaneous Traffic—Receipts.						
All Traffic, excluding Parcels Post	9,134,279	*387,807*	*4·07*	9,131,615	*387,432*	*4·07*
Total Receipts (excluding Mails and Parcels Post)	56,267,066	*7,293,503*	*11·47*	53,887,216	*7,210,645*	*11·80*
Coaching Engine Mileage.	No.	No.				
Train Miles	149,077,760	*25,673,740*	*14·69*			
Shunting Miles	10,083,361	*1,690,151*	*14·36*			
Assisting required Miles	1,427,067	*323,216*	*26·83*			
Assisting not required Miles	825,124	*201,974*	*19·66*			
Light Miles	7,281,047	*1,349,618*	*15·64*			
Total	168,694,359	*29,438,699*	*14·86*			
Coaching Train Miles per Hour (All Traction).						
Per Train Hour	13·82	*0·10*	*0·72*			
Per Engine Hour	10·77	*0·05*	*0·46*			

Description.	Great Britain. (All Standard Gauge Railways.) Aggregate of year to date.	Increase or *Decrease* compared with the corresponding period of 1925. Units.	Per cent.
FREIGHT TRAIN TRAFFIC :—			
Tons (excluding Free-hauled).			
General Merchandise	36,368,896	*4,000,223*	*9·91*
Live Stock	1,485,873	*139,038*	*8·56*
Coal, Coke and Patent Fuel	79,329,231	*43,302,848*	*37·80*
Other Minerals	34,041,413	*8,485,592*	*19·95*
Total	151,225,413	*60,830,661*	*28·69*
Net Ton-Miles (excluding Free-hauled).			
General Merchandise (including Live Stock)	3,314,001,596	*234,330,897*	*6·60*
Coal, Coke and Patent Fuel	3,496,106,767	*2,142,090,312*	*37·99*
Other Minerals	1,851,838,263	*405,734,779*	*17·97*
Total	8,661,945,626	*2,782,155,988*	*24·31*
Live Stock (Number)	10,687,903	*605,734*	*5·36*
Freight Train Receipts (less Cost of Collection and Delivery).			
General Merchandise	30,310,291	*2,767,806*	*8·37*
Live Stock	1,171,636	*39,820*	*3·29*
Coal, Coke and Patent Fuel	14,939,047	*3,653,811*	*36·68*
Other Minerals	8,920,113	*1,680,964*	*15·86*
Total	55,341,087	*13,142,201*	*19·19*
Freight Engine Mileage.	No.	No.	
Train Miles	73,670,753	*19,922,847*	*21·29*
Shunting Miles	58,264,802	*14,172,897*	*19·57*
Assisting required Miles	3,040,032	*1,645,994*	*35·13*
Assisting not required Miles	412,537	*169,295*	*29·09*
Light Miles	9,382,409	*1,899,768*	*16·84*
Total	144,770,533	*37,810,711*	*20·71*
Freight Train Miles per Hour (All Traction).			
Per Train Hour	8·24	*0·22*	*2·60*
Per Engine Hour	3·31	*0·08*	*2·36*
Average Train Load (Tons)	124·81	*5·02*	*3·87*
Average Wagon Load (Tons)	5·06	*0·45*	*8·17*
Net Ton Miles per—			
Train Engine Hour	866·50	*56·79*	*6·15*
Shunting Hour	789·43	*49·67*	*5·93*
Total Engine Hour	413·09	*26·50*	*6·03*

See Note at foot of Index.

TABLE 1A. SUMMARY FIGURES FOR THE MONTH OF AUGUST, 1926.

Great Britain. (All Standard Gauge Railways.)				Great Britain. (Standard Gauge Railways.—Excluding London Tubes and Metropolitan District Railway.)				Description.	Great Western Railway.				London and North Eastern Railway.				London Midland and Scottish Railway.				Southern Railway.			
August, 1926.		Increase or *Decrease* compared with August, 1925.		August, 1926.		Increase or *Decrease* compared with August, 1925.			August, 1926.		Increase or *Decrease* compared with August, 1925.		August, 1926.		Increase or *Decrease* compared with August, 1925.		August, 1926.		Increase or *Decrease* compared with August, 1925.		August, 1926.		Increase or *Decrease* compared with August, 1925.	
		Units.	Per Cent.			Units.	Per Cent.				Units.	Per Cent.			Units.	Per Cent.			Units.	Per Cent.			Units.	Per Cent.
No.	% of Total	No.		No.	% of Total	No.		**PASSENGER TRAIN TRAFFIC.**	No. originating.	% of Total	No.		No. originating.	% of Total	No.		No. originating.	% of Total	No.		No. originating.	% of Total	No.	
								Passenger Journeys (excluding Season Ticket Holders)																
43,927,821	44	*10,839,602*	*19·79*	31,040,163	38	*9,428,154*	*23·29*	At Full Fares	2,983,884	28	*1,220,804*	*29·17*	7,013,116	37	*2,642,718*	*27·37*	7,976,196	30	*3,346,154*	*29·55*	7,351,478	43	*1,174,006*	*13·77*
								At Reduced Fares :																
28,906,428	29	*3,223,852*	*10·04*	28,539,919	34	*2,793,987*	*8·92*	Excursion and Weekend	5,430,620	51	*283,074*	*4·95*	6,041,978	32	*808,961*	*11·81*	10,589,213	39	*675,261*	*5·99*	5,177,022	30	*646,162*	*11·13*
18,834,141	19	*4,478,978*	*19·21*	15,591,601	19	*4,430,874*	*22·13*	Workmen	1,034,550	10	*661,398*	*39·00*	3,378,424	18	*1,008,962*	*23·00*	5,795,555	22	*2,270,406*	*28·15*	3,320,556	19	*166,350*	*4·77*
1,226,025	1	*250,293*	*16·95*	1,226,025	1	*250,293*	*16·95*	Tourist	288,084	2	*34,606*	*11·82*	329,386	2	*84,043*	*20·33*	472,045	2	*113,669*	*19·41*	145,848	1	*14,934*	*9·29*
6,592,849	7	*1,560,983*	*19·14*	6,381,838	8	*1,552,490*	*19·57*	Other Descriptions	934,544	9	*295,886*	*24·05*	2,040,221	11	*192,384*	*8·62*	1,898,409	7	*797,424*	*29·59*	1,141,579	7	*221,283*	*16·24*
99,487,264	100	*20,355,198*	*16·98*	82,799,646	100	*18,455,798*	*18·23*	Total	10,621,682	100	*2,495,763*	*19·03*	18,803,125	100	*4,737,068*	*20·12*	26,731,418	100	*7,303,314*	*21·23*	17,136,583	100	*2,224,735*	*11·49*
								Ordinary :																
1,450,736	2	*236,304*	*14·01*	1,378,307	2	*228,795*	*14·24*	First Class	91,504	1	*10,078*	*9·92*	254,495	1	*59,124*	*18·85*	382,085	1	*78,743*	*17·09*	377,584	2	*52,459*	*12·20*
295,170	—	*39,039*	*11·68*	295,170	—	*39,039*	*11·68*	Second Class	—	—	—	—	109,927	1	*23,361*	*17·53*	647	—	*1,711*	*72·56*	97,083	1	*9,005*	*10·22*
78,907,217	79	*15,600,877*	*16·51*	65,534,568	79	*13,757,090*	*17·35*	Third Class	9,495,628	89	*1,824,292*	*16·12*	15,060,279	80	*3,645,621*	*19·49*	20,553,131	77	*4,852,454*	*19·10*	13,341,260	78	*2,014,931*	*13·12*
18,834,141	19	*4,478,978*	*19·21*	15,591,601	19	*4,430,874*	*22·13*	Workmen	1,034,550	10	*661,398*	*39·00*	3,378,424	18	*1,008,962*	*23·00*	5,795,555	22	*2,270,406*	*28·15*	3,320,556	19	*166,350*	*4·77*
99,487,264	100	*20,355,198*	*16·98*	82,799,646	100	*18,455,798*	*18·23*	Total	10,621,682	100	*2,495,763*	*19·03*	18,803,125	100	*4,737,068*	*20·12*	26,731,418	100	*7,303,314*	*21·23*	17,136,583	100	*2,224,735*	*11·49*
£		£		£		£		**Passenger Receipts (excluding Season Ticket Holders).**	£		£		£		£		£		£		£		£	
3,808,129	50	*637,963*	*14·36*	3,621,951	50	*619,052*	*14·60*	At Full Fares	533,257	45	*90,856*	*14·56*	884,303	50	*174,091*	*16·93*	1,065,733	42	*218,020*	*16·98*	1,013,013	63	*105,102*	*9·40*
								At Reduced Fares :																
2,081,217	28	*467,157*	*18·33*	2,068,356	28	*456,049*	*18·07*	Excursion and Weekend	365,465	31	*65,322*	*15·16*	452,745	27	*138,184*	*23·38*	862,100	34	*163,158*	*15·91*	396,021	19	*65,755*	*17·69*
259,634	3	*52,670*	*16·86*	228,277	3	*52,715*	*18·76*	Workmen	15,179	1	*7,110*	*31·90*	46,494	3	*13,454*	*22·44*	90,688	4	*25,893*	*22·21*	52,478	3	*2,883*	*5·21*
981,338	13	*194,313*	*16·53*	981,338	13	*194,313*	*16·53*	Tourist	215,229	18	*42,053*	*16·35*	240,309	14	*50,928*	*17·49*	408,183	16	*87,792*	*17·70*	102,384	7	*11,531*	*10·12*
418,786	6	*94,789*	*18·46*	416,900	6	*94,796*	*18·51*	Other Descriptions	66,191	5	*29,641*	*30·93*	104,450	6	*16,914*	*13·94*	109,871	4	*33,122*	*23·16*	126,943	8	*12,464*	*8·90*
7,547,104	100	*1,446,912*	*16·09*	7,316,822	100	*1,416,865*	*16·22*	Total	1,195,321	100	*234,982*	*16·43*	1,698,301	100	*393,571*	*18·81*	2,536,575	100	*527,985*	*17·23*	1,690,839	100	*197,675*	*10·99*
								Ordinary :																
527,772	7	*33,948*	*6·88*	525,835	7	*33,730*	*6·86*	First Class	57,164	5	*2,809*	*4·68*	116,748	7	*6,647*	*5·39*	150,963	6	*15,738*	*9·44*	189,239	12	*9,100*	*4·59*
110,441	2	**427**	**0·39**	110,441	2	**427**	**0·39**	Second Class	—	—	—	—	31,682	2	*2,472*	*7·24*	27	—	*28*	*50·91*	76,478	5	**3,531**	**4·84**
6,649,257	88	*1,358,721*	*16·97*	6,452,269	88	*1,326,847*	*17·08*	Third Class	1,122,978	94	*225,663*	*16·70*	1,503,377	88	*370,998*	*19·79*	2,294,897	90	*486,332*	*17·49*	1,282,644	80	*182,223*	*12·86*
259,634	3	*52,670*	*16·86*	228,277	3	*52,715*	*18·76*	Workmen	15,179	1	*7,110*	*31·90*	46,494	3	*13,454*	*22·44*	90,688	4	*25,893*	*22·21*	52,478	3	*2,883*	*5·21*
7,547,104	100	*1,446,912*	*16·09*	7,316,822	100	*1,416,865*	*16·22*	Total	1,195,321	100	*234,982*	*16·43*	1,698,301	100	*393,571*	*18·81*	2,536,575	100	*527,985*	*17·23*	1,600,839	100	*197,675*	*10·99*

(24477)

d.	d.		d.	d.		Receipts per Passenger Journey (excluding Season Ticket Holders).	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
20·79	1·81	6·72	27·99	2·65	11·34	At Full Fares	43·18	7·39	20·65	29·24	3·66	14·40	32·07	4·66	17·66	33·07	1·59	5·65
17·28	1·75	9·20	17·39	1·95	10·05	At Reduced Fares: Excursion and Weekend	16·15	1·94	10·72	17·98	2·72	13·14	19·54	2·30	10·53	14·19	1·13	7·88
3·31	0·09	2·60	3·51	0·14	4·15	Workmen	3·82	0·37	11·75	3·30	0·02	0·61	3·76	0·29	6·36	3·79	0·02	0·52
192·10	0·83	0·51	192·10	0·96	0·51	Tourist	200·15	10·32	5·13	175·10	6·03	3·57	207·53	4·20	2·12	168·48	1·56	0·92
15·25	0·16	0·86	15·68	0·20	1·29	Other Descriptions	17·00	1·69	9·04	12·29	0·76	5·82	13·89	1·16	9·11	26·69	2·15	6·76
18·21	0·20	1·11	21·21	0·51	2·46	Total	27·01	0·64	3·21	21·68	0·35	1·64	22·77	1·10	5·08	22·42	0·13	0·58
87·31	7·10	8·85	91·56	7·70	9·15	Ordinary: First Class	149·93	6·24	5·62	110·10	15·67	16·59	94·82	8·01	9·23	120·28	9·59	8·66
89·80	10·60	13·67	89·80	10·60	13·67	Second Class	—	—	—	69·17	7·67	12·47	10·02	4·62	76·93	189·06	9·71	4·89
20·22	0·12	0·59	23·63	0·06	0·34	Third Class	28·38	0·20	0·70	23·96	0·09	0·27	26·80	0·53	2·02	23·07	0·07	0·30
3·31	0·09	2·60	3·51	0·14	4·15	Workmen	3·82	0·37	11·75	3·30	0·02	0·61	3·76	0·29	8·36	3·79	0·02	0·52
18·21	0·20	1·11	21·21	0·51	2·46	Total	27·01	0·64	3·21	21·68	0·35	1·64	22·77	1·10	5·08	22·42	0·13	0·58
£	£		£	£		Season Tickets.	£	£		£	£		£	£		£	£	
593,924	13,208	2·18	556,006	10,231	1·81	Receipts from Tickets issued during month: At Full Fares	45,640	234	0·51	135,906	11,512	7·81	182,365	15,080	9·01	151,447	15,460	9·26
77,651	7,897	9·23	77,651	7,897	9·23	At Reduced Fares: Traders' Tickets	8,308	915	9·92	17,018	3,166	15·69	47,184	3,136	6·23	4,500	798	15·06
45,968	57,553	55·60	44,355	57,337	56·38	Other Descriptions	2,288	5,218	69·52	16,788	12,242	42·17	19,223	36,884	65·74	3,910	231	5·58
717,543	78,658	9·88	678,012	75,465	10·02	Total	56,236	6,367	10·17	169,712	26,920	13·69	248,772	24,940	9·11	159,857	16,489	9·35
172,394	22,394	11·50	170,275	22,131	11·50	First Class	11,640	1,139	8·91	35,249	6,133	14·92	68,500	5,916	7·95	45,194	5,627	16·03
37,739	3,584	8·67	37,739	3,584	8·67	Second Class	—	—	—	37,526	3,513	8·56	6	36	85·71	—	—	—
507,410	52,680	9·41	469,998	49,750	9·57	Third Class	44,596	5,228	10·49	96,937	17,224	15·09	180,266	18,988	9·53	114,663	7,862	6·42
717,543	78,658	9·88	678,012	75,465	10·02	Total	56,236	6,367	10·17	169,712	26,920	13·69	248,772	24,940	9·11	159,857	16,489	9·35
£	£		£	£		Parcels and Miscellaneous Traffic—Receipts.	£	£		£	£		£	£		£	£	
551,369	5,901	1·06	551,189	5,915	1·06	Parcels	94,971	2,448	2·65	156,527	631	0·40	218,320	3,649	1·70	64,180	5	0·01
133,588	13,065	8·91	133,536	13,065	8·91	Newspapers	27,328	1,340	5·16	31,855	3,398	9·64	52,463	11,892	18·48	21,130	911	4·51
37,746	3,513	8·51	37,746	3,513	8·51	Horses	9,839	841	7·87	12,833	101	0·78	9,464	431	4·36	5,129	2,949	23·55
123,660	15,294	11·01	123,660	15,294	11·01	Milk	39,082	5,606	12·54	19,037	865	4·35	39,228	7,039	15·21	19,097	1,628	7·86
13,023	5,233	28·66	13,023	5,233	28·66	Meat	1,486	30	4·80	4,703	29	0·62	3,346	411	10·94	3,126	4,851	60·81
122,914	2,490	1·99	122,914	2,490	1·99	Fish	17,327	2,645	13·24	82,836	4,519	5·77	20,096	3,997	16·59	1,856	640	25·64
45,989	5,957	11·47	45,989	5,957	11·47	Fruit and Vegetables (not hothouse) Game, Rabbits, Butter, Cream, Eggs, and Margarine	7,850	328	4·54	10,671	839	7·29	10·765	3,330	24·64	15,837	1,590	9·12
9,354	1,316	16·37	9,354	1,316	16·37		2,730	138	5·32	1,576	313	24·78	3,500	601	29·66	975	97	3·69
1,192,035	58,397	4·67	1,191,644	58,388	4·67	All Traffic, excluding Parcels Post ..	221,188	10,004	4·33	358,881	3,551	0·98	491,446	33,554	7·71	177,440	10,889	5·78
9,456,682	1,553,967	14·35	9,186,478	1,550,718	14·44	Passenger Train Traffic Total Receipts. (Excluding Mails and Parcels Post.)	1,472,745	251,353	14·58	2,226,894	424,042	16·00	3,186,793	536,479	15·54	1,938,136	225,053	10·40

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The receipts shown are for the throughout journey, and do not represent the amounts accruing to the Company on whose line the traffic originated.
See Note at foot of Index.

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Table IA.—*continued.*

Great Britain. (All Standard Gauge Railways)				Description.	Great Western Railway.				London and North Eastern Railway.				London Midland and Scottish Railway.				Southern Railway.			
August, 1926.		Increase or *Decrease* compared with August, 1925.			August, 1926.		Increase or *Decrease* compared with August, 1925.		August, 1926.		Increase or *Decrease* compared with August, 1925.		August, 1926.		Increase or *Decrease* compared with August 1925.		August, 1926.		Increase or *Decrease* compared with August, 1925.	
		Units.	Per Cent			% of Total	Units.	Per Cent.		% of Total	Units.	Per Cent.		% of Total	Units.	Per Cent.		% of Total	Units.	Per Cent.
				FREIGHT TRAIN TRAFFIC.																
				Tons (excluding Free-hauled).																
4,052,612	37	*617,918*	*13·22*	General Merchandise ..	878,435	40	*198,548*	*18·44*	1,814,071	39	*234,130*	*11·43*	2,218,403	37	*343,799*	*13·42*	454,008	46	*18,585*	*3·93*
250,032	2	9,089	3·76	Live Stock	42,390	2	*955*	*2·20*	100,915	2	3,526	3·62	139,457	2	*1,295*	*0·92*	16,483	2	*292*	*1·74*
3,414,903	32	*3,885,845*	*72·24*	Coal, Coke and Patent Fuel..	635,895	29	*2,370,648*	*78·85*	1,381,533	30	*4,574,705*	*76·81*	2,134,031	35	*3,215,478*	*60·11*	184,504	19	*412,542*	*69·10*
3,168,707	29	*1,622,464*	*33·86*	Other Minerals	652,710	29	*267,486*	*29·07*	1,327,941	29	*768,184*	*36·65*	1,577,046	26	*912,157*	*36·65*	322,911	33	*5,943*	*1·81*
10,886,254	100	*11,117,162*	*50·53*	Total	2,209,430	100	*2,837,637*	*56·22*	4,624,460	100	*5,573,493*	*54·65*	6,068,937	100	*4,472,720*	*42·43*	977,906	100	*437,362*	*30·90*
				Net Ton-Miles (excluding Free-hauled).																
				General Merchandise (including Live Stock)																
379,410,280	53	*35,123,621*	*8·47*		61,241,348	50	*8,513,261*	*12·21*	121,217,719	57	*12,144,208*	*9·11*	163,952,570	51	*12,755,339*	*7·22*	22,749,197	52	*668,704*	*2·86*
149,604,505	21	*428,603,424*	*74·13*	Coal, Coke and Patent Fuel..	29,868,944	25	*64,971,295*	*68·51*	36,597,487	17	*170,427,069*	*82·32*	70,171,568	22	*167,369,790*	*70·46*	8,813,628	20	*13,330,294*	*60·20*
190,629,128	26	*71,353,937*	*27·21*	Other Minerals	30,065,263	25	*11,030,672*	*29·93*	54,006,472	26	*23,477,027*	*32·05*	87,420,913	27	*33,895,198*	*27·94*	12,067,869	28	868,890	3·15
719,643,913	100	*534,981,022*	*42·64*	Total	121,175,555	100	*84,565,218*	*41·10*	211,821,678	100	*208,048,304*	*49·55*	321,545,051	100	*214,020,787*	*39·96*	43,630,694	100	*13,630,108*	*23·80*
				Average Length of Haul (miles) (excluding Free-hauled).																
				General Merchandise (including Live Stock)																
88·18		3·78	4·48		66·51		4·25	6·83	63·30		1·14	1·83	69·53		4·15	6·35	48·35		0·50	1·05
43·81		*3·20*	*6·81*	Coal, Coke and Patent Fuel..	46·97		15·43	48·92	26·49		*8·27*	*23·79*	32·88		*11·32*	*25·95*	47·77		10·68	28·80
60·16		5·50	10·06	Other Minerals	46·06		1·35	3·02	40·67		2·75	7·25	55·43		6·69	13·78	37·37		1·80	5·06
66·11		9·09	15·94	Total	54·84		14·08	34·54	45·80		4·63	11·25	52·98		2·18	4·29	44·62		4·16	10·28
				Tons (Free-hauled)																
				General Merchandise (including Live Stock)																
152,866		*45,800*	*23·05*		20,627		*11,307*	*35·41*	49,174		*13,768*	*23·07*	68,414		*19,165*	*21·88*	12,044		*1,923*	*13·77*
866,551		*403,512*	*31·77*	Coal, Coke and Patent Fuel..	194,254		*18,825*	*8·84*	250,250		*156,160*	*38·42*	412,686		*119,650*	*22·48*	8,277		*107,734*	*92·87*
187,964		*87,586*	*31·79*	Other Minerals	41,837		*27,576*	*39·73*	73,238		*32,459*	*30·71*	50,117		*26,371*	*34·48*	21,327		*1,094*	*4·88*
1,207,381		*536,897*	*30·78*	Total	256,718		*57,708*	*18·35*	372,662		*202,387*	*35·20*	531,217		*165,195*	*23·72*	41,648		*110,751*	*72·67*

				Net Ton-Miles (Free-hauled).															
7,528,588		*2,126,506*	*22·03*	General Merchandise (including Live Stock)	1,268,148		*776,586*	*37·98*	2,563,441		*768,708*	*23·07*	3,090,260		*651,115*	*17·40*	549,206		67,484	14·01
49,652,357		*15,575,392*	*23·88*	Coal, Coke and Patent Fuel..	12,954,799		*360,508*	*2·71*	14,387,073		*6,977,042*	*32·36*	21,595,858		*3,456,298*	*13·80*	367,085		*4,760,601*	*92·84*
6,622,299		*3,145,652*	*32·20*	Other Minerals	1,555,500		*1,541,014*	*49·77*	2,832,846		*850,694*	*23·09*	1,638,325		*657,080*	*28·63*	566,019		*89,795*	*13·69*
63,803,244		*20,847,550*	*24·63*	Total	15,778,447		*2,678,108*	*14·51*	19,983,360		*8,596,444*	*30·05*	26,324,443		*4,764,493*	*15·33*	1,482,310		*4,782,912*	*76·34*
				Live Stock (Number).															
7,655		*1,203*	*13·57*	Horses	3,827		*36*	*0·93*	1,655		*1,130*	*40·58*	3,816		*549*	*12·53*	1,581		*416*	*20·83*
257,001		14,818	6·12	Cattle	40,394		*8,653*	*17·64*	108,011		5,119	4·98	141,440		*955*	*0·67*	13,330		609	4·79
30,972		2,053	7·10	Calves	9,219		915	11·02	8,677		482	5·91	16,082		766	5·00	3,215		202	6·70
2,041,791		121,875	6·35	Sheep	283,990		55,456	24·27	320,686		64,101	8·47	1,179,236		23,486	2·57	140,596		8,248	6·23
132,048		*19,443*	*27·36*	Pigs	58,675		*9,311*	*13·70*	51,210		*22,390*	*30·42*	59,038		*30,925*	*33·70*	12,323		*9,933*	*44·36*
1,328		*601*	*31·16*	Miscellaneous.. ..	460		96	26·37	765		*309*	*51·40*	187		*317*	*62·90*	144		2	1·41
2,470,795		87,459	3·67	Total	396,565		38,467	10·74	991,014		45,375	4·80	1,399,829		*1,594*	*0·11*	171,389		*1,338*	*0·78*
£	% of Total	£		**Freight Train Receipts (less Cost of Collection and Delivery).**	£	% of Total	£		£	% of Total	£		£	% of Total	£		£	% of Total	£	
3,476,715	65	*330,712*	*8·69*	General Merchandise ..	543,418	64	*53,654*	*8·99*	1,021,417	63	*96,121*	*8·60*	1,531,653	65	*154,948*	*9·19*	261,282	68	*14,054*	*5·10*
171,903	3	*8,059*	*4·48*	Live Stock	26,272	3	589	2·29	52,752	3	2,212	4·38	80,829	4	*8,905*	*9·92*	10,516	3	*557*	*5·03*
815,611	15	*1,535,696*	*65·31*	Coal, Coke and Patent Fuel..	129,644	15	*226,382*	*63·59*	263,753	17	*699,145*	*69·47*	361,167	15	*550,532*	*60·39*	38,061	10	*7,982*	*5·47*
915,599	17	*317,195*	*25·73*	Other Minerals	154,575	18	*52,530*	*25·36*	276,025	17	*112,487*	*28·95*	377,341	16	*149,140*	*28·33*	71,236	19	3,543	5·23
5,379,823	100	*2,191,662*	*28·95*	Total	853,909	100	*331,977*	*27·99*	1,613,947	100	*906,541*	*33·32*	2,350,990	100	*863,525*	*26·86*	381,095	100	*119,050*	*23·80*
s. d.		*s. d.*		**Receipts per ton (less Cost of Collection and Delivery).**	*s. d.*		*s. d.*		*s. d.*		*s. d.*		*s. d.*		*s. d.*		*s. d.*		*s. d.*	
17 2		10·246	5·24	General Merchandise ..	12 4		1 3·42	11·59	11 3		4·18	3·19	13 10		7·72	4·89	11 6		*1·71*	*1·22*
13 9		*1 2·229*	*7·94*	Live Stock	12 5		6·53	4·59	10 5		0·91	0·73	11 7		*1 1·91*	*9·09*	12 9		*5·30*	*3·35*
4 9		11·445	54·95	Coal, Coke and Patent Fuel..	4 1		1 8·51	72·17	3 10		11·01	21·63	3 5		*0·23*	*0·69*	4 2		*9·20*	*15·67*
5 9		7·595	12·30	Other Minerals	4 9		2·83	5·22	4 2		5·41	12·16	4 9		6·66	13·12	4 5		3·55	7·19
9 11		3 0·019	43·61	All descriptions of traffic ..	7 9		3 0·37	64·50	7 0		2 2·80	47·05	7 9		1 7·79	27·04	7 10		8·72	10·23
d.		*d.*		**Receipts per Ton-Mile (less Cost of Collection and Delivery).**	*d.*		*d.*		*d.*		*d.*		*d.*		*d.*		*d.*		*d.*	
2·308		*0·001*	*0·04*	General Merchandise (including Live Stock)	2·23		0·09	4·21	2·13		0·03	1·43	2·36		*0·05*	*2·08*	2·87		*0·07*	*2·38*
1·308		0·332	34·02	Coal, Coke and Patent Fuel..	1·04		0·14	15·56	1·73		0·73	73·00	1·24		0·32	34·78	1·04		*0·54*	*34·18*
1·153		0·023	2·04	Other Minerals	1·23		0·02	1·65	1·23		0·06	5·13	1·04		—	—	1·42		0·03	2·16
1·794		0·346	23·90	All descriptions of traffic ..	1·69		0·31	22·46	1·83		0·45	32·61	1·75		0·31	21·53	2·10		—	—
s. d.		*s. d.*			*s. d.*		*s. d.*		*s. d.*		*s. d.*		*s. d.*		*s. d.*		*s. d.*		*s. d.*	
14 5		8	4·99	**Receipts per Freight Train Mile.**	13 0		2	1·30	14 5		9	5·39	14 8		11	6·58	16 3		2	1·28

See Note at foot of Index.

Table IA.—*continued.*

Great Britain. (All Standard Gauge Railways.)				Description.	Great Western Railway.				London and North Eastern Railway.				London Midland and Scottish Railway.				Southern Railway.			
August, 1926.		Increase or *Decrease* compared with August, 1925.			August, 1926.		Increase or *Decrease* compared with August, 1925.		August, 1926.		Increase or *Decrease* compared with August, 1925.		August, 1926.		Increase or *Decrease* compared with August, 1925.		August, 1926.		Increase or *Decrease* compared with August, 1925.	
		Units.	Per Cent.				Units.	Per Cent.			Units.	Per Cent.			Units.	Per Cent.			Units.	Per Cent.
	% of Total			**ENGINE MILEAGE.**		% of Total				% of Total				% of Total				% of Total		
				Coaching.																
22,710,159	87	*2,110,808*	*8·50*	Train Miles	3,387,849	89	*302,904*	*8·21*	5,636,215	88	*411,971*	*6·81*	7,520,673	83	*1,066,221*	*12·42*	4,076,132	90	*168,373*	*3·97*
1,488,004	6	*102,625*	*6·45*	Shunting Miles	219,237	6	*19,739*	*8·23*	386,321	6	*7,019*	*1·93*	648,830	7	*53,556*	*8·28*	248,589	5	*16,717*	*6·30*
352,540	2	*50,751*	*12·58*	Assisting required Miles ..	29,861	1	*6,361*	*17·56*	64,883	1	*4,094*	*5·94*	237,590	4	*26,030*	*9·87*	12,606	1	*13,953*	*23·54*
151,808		*21,733*	*12·52*	Assisting not required Miles..	17,100		*2,702*	*13·65*	13,684		597	4·56	103,903		*16,177*	*13·47*	16,030		*2,476*	*13·38*
1,226,332	5	*112,172*	*8·38*	Light Miles	146,993	4	*6,789*	*4·41*	337,145	5	*28,410*	*7·77*	525,467	6	*33,146*	*5·93*	201,248	4	*44,734*	*18·19*
25,928,843	100	*2,398,089*	*8·47*	Total	3,801,040	100	*333,545*	*8·18*	6,408,248	100	*450,897*	*6·57*	9,036,463	100	*1,200,130*	*11·72*	4,554,605	100	*246,353*	*5·13*
				Freight.																
7,482,878	51	*3,566,649*	*32·23*	Train Miles	1,311,040	50	*542,300*	*29·26*	2,337,699	52	*1,359,171*	*36·77*	3,288,282	53	*1,484,651*	*31·11*	452,536	44	*143,077*	*24·02*
5,885,685	40	*2,464,732*	*29·52*	Shunting Miles	1,121,368	43	*432,669*	*28·76*	1,865,602	41	*884,495*	*32·16*	2,230,525	37	*997,572*	*30·43*	479,843	46	*125,641*	*20·75*
203,905	2	*292,484*	*58·92*	Assisting required Miles ..	35,586	2	*25,365*	*41·62*	30,772	1	*41,104*	*57·19*	132,049	3	*221,315*	*62·63*	3,957	1	*813*	*17·04*
41,551		*23,952*	*36·57*	Assisting not required Miles..	4,983		*3,099*	*38·34*	3,943		165	4·37	26,543		*20,925*	*44·08*	5,218		1,126	27·52
997,140	7	*349,619*	*25·96*	Light Miles	140,120	5	*52,392*	*27·21*	296,069	6	*155,017*	*34·36*	461,671	7	*120,735*	*20·73*	88,991	9	*16,840*	*15·91*
14,611,159	100	*6,697,486*	*31·43*	Total	2,613,097	100	*1,075,825*	*29·16*	4,534,085	100	*2,439,622*	*34·98*	6,189,070	100	*2,845,198*	*31·50*	1,030,545	100	*285,245*	*21·68*
1,258,365		*175,082*	*12·21*	**Departmental Miles**	133,080		*46,094*	*25·73*	375,089		*65,710*	*14·91*	549,762		*98,162*	*15·15*	172,670		31,963	22·72
41,798,367		*9,270,657*	*18·15*	**Grand Total**	6,547,217		*1,460,464*	*18·24*	11,317,392		*2,956,229*	*20·71*	15,775,295		*4,143,490*	*20·80*	5,757,820		*499,535*	*7·98*
				ENGINE HOURS "IN TRAFFIC."																
				Coaching.																
1,618,808	77	*139,881*	*7·95*	Train Hours	250,485	78	*20,381*	*7·52*	420,564	78	*27,475*	*6·13*	554,057	74	*54,104*	*8·90*	255,134	76	*25,646*	*9·13*
297,461	14	*19,777*	*6·23*	Shunting Hours	43,726	14	*3,989*	*8·36*	70,923	13	*1,500*	*2·07*	130,386	17	*10,825*	*7·67*	49,430	15	*3,346*	*6·34*
175,930	9	*13,602*	*9·56*	Other (excluding Departmental) Hours	26,725	8	*2,445*	*8·38*	50,344	9	*2,279*	*4·33*	65,561	9	*4,522*	*6·45*	31,511	9	*9,336*	*22·86*
2,092,199	100	*173,260*	*7·85*	Total	320,936	100	*26,815*	*7·71*	541,831	100	*31,254*	*5·45*	750,004	100	*69,451*	*8·48*	336,075	100	*38,328*	*10·24*
				Freight.																
838,426	39	*449,123*	*34·88*	Train Hours	141,898	36	*69,026*	*32·73*	257,951	38	*132,530*	*41·44*	377,161	42	*174,336*	*31·61*	47,868	31	*18,325*	*27·68*
1,176,473	54	*493,011*	*29·53*	Shunting Hours	224,360	57	*90,629*	*28·77*	372,914	56	*176,952*	*32·18*	455,858	50	*199,459*	*30·44*	95,758	62	*25,024*	*20·72*
153,334	7	*84,170*	*35·44*	Other (excluding Departmental) Hours	29,576	7	*13,954*	*32·06*	39,506	6	*26,361*	*40·02*	71,867	8	*39,877*	*35·69*	10,758	7	*2,655*	*19·79*
2,168,233	100	*1,026,304*	*32·13*	Total	395,834	100	*173,609*	*30·49*	670,371	100	*335,843*	*36·53*	904,886	100	*413,672*	*31·37*	154,384	100	*46,004*	*22·96*
202,802		*29,409*	*12·66*	**Departmental Hours**	21,940		*7,008*	*24·21*	61,857		*7,963*	*11·41*	88,981		*17,782*	*16·66*	25,867		3,237	14·30
4,463,234		*1,233,973*	*21·66*	**Grand Total**	738,710		*207,432*	*21·92*	1,274,059		*425,065*	*25·02*	1,743,871		*500,905*	*22·31*	516,326		*81,095*	*13·57*

			TRAIN MILES PER HOUR.													
			Coaching.													
			Per Train Hour :													
13·71	*0·15*	*1·08*	Steam Engines	13·61	*0·14*	*1·02*	13·42	*0·09*	*0·67*	13·44	*0·57*	*4·07*	15·20	**0·86**	**6·00**
9·33	*0·43*	*4·41*	Rail Motors	9·50	**0·19**	**2·04**	11·77	*1·82*	*13·39*	8·12	*2·09*	*20·47*	—	—	—
11·65	**0·18**	**1·57**	Electric Locomotives ..	—	—	—	—	—	—	—	—	—	—	—	—
16·49	**0·19**	**1·17**	Electric Motor Vehicles ..	—	—	—	12·80	*0·14*	*1·08*	16·74	*0·09*	*0·53*	18·91	*0·61*	*3·13*
14·03	*0·08*	*0·57*	All Traction	13·53	*0·10*	*0·73*	13·40	*0·10*	*0·74*	13·57	*0·55*	*3·90*	15·98	**0·86**	**5·69**
			Per Engine Hour :												
10·26	*0·15*	*1·44*	Steam Engines	10·58	*0·06*	*0·56*	10·36	*0·16*	*1·52*	9·79	*0·47*	*4·58*	10·85	**0·55**	**5·39**
9·30	*0·45*	*4·62*	Rail Motors	9·44	**0·15**	**1·61**	11·77	*1·82*	*13·39*	8·12	*2·09*	*20·47*	—	—	—
8·98	*0·20*	*2·18*	Electric Locomotives ..	—	—	—	—	—	—	—	—	—	—	—	—
16·32	**0·19**	**1·18**	Electric Motor Vehicles ..	—	—	—	12·69	*0·13*	*1·01*	16·30	*0·09*	*0·55*	18·85	*0·59*	*3·03*
10·85	*0·08*	*0·73*	All Traction	10·56	*0·05*	*0·47*	10·40	*0·15*	*1·42*	10·03	*0·45*	*4·29*	12·13	**0·79**	**6·97**
			Freight.												
			Per Train Hour :												
8·92	**0·34**	**3·96**	Steam Engines	9·24	**0·45**	**5·12**	9·06	**0·67**	**7·99**	8·72	**0·07**	**0·81**	9·45	**0·45**	**5·00**
9·40	*2·40*	*20·34*	Electric Locomotives ..	—	—	—	11·57	*0·45*	*3·98*	—	—	—	—	—	—
8·92	**0·34**	**3·96**	All Traction	9·24	**0·45**	**5·12**	9·06	**0·67**	**7·99**	8·72	**0·07**	**0·81**	9·45	**0·45**	**5·00**
			Per Engine Hour :												
3·45	*0·01*	*0·29*	Steam Engines	3·31	**0·06**	**1·85**	3·49	*0·01*	*0·29*	3·64	**0·02**	**0·55**	2·93	*0·04*	*1·35*
1·53	*3·23*	*67·86*	Electric Locomotives ..	—	—	—	1·46	*4·32*	*74·74*	—	—	—	—	—	—
3·45	*0·01*	*0·29*	All Traction	3·31	**0·06**	**1·85**	3·49	*0·01*	*0·29*	3·63	**0·01**	**0·28**	2·93	*0·04*	*1·35*
104·70	*16·50*	*13·61*	**AVERAGE TRAIN LOAD (Tons)**	103·97	*17·01*	*14·06*	103·36	*23·15*	*18·30*	108·57	*12·80*	*10·55*	96·31	*5·72*	*5·61*
			AVERAGE WAGON LOAD (Tons).												
2·72	*0·07*	*2·51*	General Merchandise.. ..	2·59	*0·16*	*5·82*	2·76	*0·05*	*1·78*	2·74	*0·06*	*2·14*	2·72	**0·05**	**1·87**
8·88	*0·15*	*1·66*	Coal, Coke and Patent Fuel..	9·49	**0·12**	**1·28**	9·17	*0·32*	*3·37*	8·57	*0·03*	*0·35*	8·01	*0·51*	*5·99*
8·49	*0·03*	*0·33*	Other Minerals	8·37	*0·04*	*0·48*	8·76	*0·32*	*2·45*	8·37	*0·03*	*0·36*	8·39	**0·21**	**2·57**
4·17	*1·03*	*20·57*	All Freight	4·22	*1·00*	*19·16*	4·07	*1·40*	*25·59*	4·23	*0·94*	*18·18*	4·03	*0·62*	*13·33*
			WAGONS PER TRAIN.												
25·09	**2·01**	**8·71**	Loaded	24·86	**1·44**	**6·15**	25·22	**2·27**	**9·89**	25·45	**2·13**	**9·13**	24·23	**1·87**	**8·36**
9·37	*2·22*	*19·15*	Empty	9·81	*1·71*	*14·84*	10·59	*2·36*	*18·22*	8·26	*2·40*	*22·51*	9·96	*1·12*	*10·11*
34·46	*0·21*	*0·61*	Total	34·67	*0·27*	*0·77*	35·81	*0·09*	*0·25*	33·71	*0·27*	*0·79*	34·19	**0·75**	**2·24**

See Note at foot of Index.

Table IA.—*continued.*

Great Britain. (All Standard Gauge Railways).			Description.	Great Western Railway.			London and North Eastern Railway.			London Midland and Scottish Railway.			Southern Railway.		
August, 1926.	Increase or *Decrease* compared with August, 1925.			August, 1926.	Increase or *Decrease* compared with August, 1925.		August, 1926.	Increase or *Decrease* compared with August, 1925.		August, 1926.	Increase or *Decrease* compared with August, 1925.		August, 1926.	Increase or *Decrease* compared with August, 1925.	
	Units.	Per Cent.			Units.	Per Cent.		Units.	Per Cent.		Units.	Per Cent.		Units.	Per Cent.
			NET TON MILES PER—												
790·19	*87·91*	*10·01*	Train Engine Hour	791·39	*84·74*	*9·67*	802·43	*114·82*	*12·53*	798·57	*77·77*	*8·87*	733·64	*6·70*	*0·90*
688·43	*113·61*	*14·17*	Shunting Hour	610·79	*103·07*	*14·32*	638·64	*198·18*	*23·68*	780·76	*93·12*	*10·66*	471·13	*55·65*	*10·56*
362·11	*57·06*	*13·61*	Total Engine Hour	344·73	*48·32*	*12·29*	355·62	*81·97*	*18·73*	394·78	*42·78*	*9·78*	286·89	*20·39*	*6·79*
1,550	*1,107*	*41·66*	**NET TON MILES PER ROUTE MILE PER WORKING DAY..**	1,448	*938*	*39·31*	1,444	*1,351*	*48·34*	2,002	*1,259*	*38·61*	827	*353*	*29·92*
			WAGON MILES.												
187,774,760	*67,247,303*	*26·37*	Loaded	32,597,404	*10,800,755*	*24·89*	58,953,513	*25,871,684*	*30·50*	83,672,889	*27,631,847*	*24·83*	10,962,587	*2,358,262*	*17·70*
70,094,943	*57,974,946*	*45·27*	Empty	12,861,625	*8,497,451*	*39·78*	24,752,737	*23,134,705*	*48·31*	27,165,934	*23,734,555*	*46·63*	4,509,067	*2,087,617*	*31·65*
257,869,703	*125,222,249*	*32·69*	Total	45,459,029	*19,298,206*	*29·80*	83,706,250	*49,006,389*	*36·93*	110,838,823	*51,366,402*	*31·67*	15,471,654	*4,445,879*	*22·32*
72·82	6·25		Percentage Loaded ..	71·71	4·70		70·43	6·51		75·49	6·87		70·86	3·98	
			WAGON MILES PER—												
260·01	8·81	3·51	Train Engine Hour	265·11	10·62	4·17	281·41	19·31	7·37	246·84	2·28	0·93	263·90	13·70	5·48
219·19	*10·28*	*4·48*	Shunting Hour	202·62	*2·97*	*1·44*	224·47	*16·83*	*6·99*	243·14	*4·38*	*1·77*	161·57	*3·33*	*2·02*
118·93	*0·99*	*0·83*	Total Engine Hour	114·84	1·12	0·98	124·87	*0·78*	*0·62*	122·49	*0·53*	*0·43*	100·22	0·83	0·84
			ENGINE HOURS "IN TRAFFIC" PER WEEKDAY PER ENGINE IN USE.												
11·62	*0·39*	*3·25*	Steam Locomotives	12·28	*0·31*	*2·46*	11·71	*0·46*	*3·78*	11·33	*0·28*	*2·41*	11·45	*0·89*	*7·21*
7·25	*0·17*	*2·29*	Electric Locomotives ..	—	—	—	16·23	5·36	49·31	4·17	*0·27*	*6·08*	2·69	0·05	1·89
13·18	0·37	2·89	Steam Rail Motors	12·26	*0·43*	*3·39*	10·71	0·37	3·58	16·28	2·14	15·13	—	—	—
10·14	0·76	8·10	Petrol Rail Motors and Locomotives	—	—	—	10·03	*0·09*	*0·89*	8·66	*2·70*	*23·77*	7·33	1·42	24·03
			ENGINE MILES PER WEEKDAY PER ENGINE IN USE.												
103·83	0·43	0·42	Steam Locomotives	107·65	2·25	2·13	102·92	1·72	1·70	100·29	*0·66*	*0·65*	116·27	*3·36*	*2·73*
73·82	*0·91*	*1·22*	Electric Locomotives ..	—	—	—	94·55	0·08	0·03	20·74	*1·26*	*5·73*	2·54	0·08	3·25
120·26	*3·71*	*2·99*	Steam Rail Motors	115·83	*2·01*	*1·71*	143·66	4·38	3·14	131·96	*12·01*	*8·34*	—	—	—
82·48	5·30	6·87	Petrol Rail Motors and Locomotives	—	—	—	95·84	*9·76*	*9·24*	46·22	*12·32*	*21·05*	16·98	3·50	25·96
			ELECTRIC MOTOR VEHICLES.												
			Car hours "in traffic" per weekday per motor vehicle in use												
11·40	*0·42*	*3·55*		—	—	—	11·21	0·12	1·08	10·26	*1·22*	*10·63*	12·39	0·22	1·81
			Car miles per weekday per												
187·47	*6·77*	*3·49*	motor vehicle in use ..	—	—	—	144·41	0·14	0·10	173·71	*14·72*	*7·81*	277·66	*6·89*	*2·94*

			"SHUNTING" and "OTHER" MILES (excluding Departmental) per 100 TRAIN MILES, STEAM LOCOMOTIVES.														
			Shunting:														
7·71	0·29	3·91	Coaching	6·57	*0·03*	*0·45*	6·46	0·34	5·56	9·18	0·46	5·28	8·09	0·36	4·66
78·58	3·02	4·00	Freight	85·53	0·60	0·71	79·66	5·25	7·06	69·29	0·67	0·98	106·03	4·37	4·30
			Assisting Required:														
1·81	*0·06*	*3·21*	Coaching	0·80	*0·10*	*10·00*	1·18	0·02	1·72	3·38	0·11	3·36	0·41	*0·37*	*47·44*
2·73	*1·76*	*39·20*	Freight	2·71	*0·58*	*17·63*	1·32	*0·63*	*32·31*	4·02	*3·38*	*45·68*	0·87	0·07	8·75
			Assisting Not Required:														
0·79	*0·03*	*3·66*	Coaching	0·51	*0·04*	*7·27*	0·25	0·03	13·63	1·48	*0·01*	*0·67*	0·52	*0·02*	*3·70*
0·56	*0·03*	*5·08*	Freight	0·38	*0·06*	*15·64*	0·17	0·07	70·00	0·81	*0·18*	*18·18*	1·15	0·46	66·67
			Light:														
6·37	0·10	1·59	Coaching	4·41	0·16	3·76	6·10	*0·05*	*0·81*	7·48	0·55	7·94	6·57	*0·62*	*8·62*
13·32	1·13	9·27	Freight	10·69	0·30	2·89	12·66	0·45	3·69	14·04	1·84	15·08	19·66	1·89	10·64
			CONSUMPTION OF COAL BY STEAM LOCOMOTIVES.*														
			Pounds per Engine Mile:														
50·49	3·13	6·61	Passenger Service	44·12	5·37	13·86	54·16	3·10	6·07	53·14	3·45	6·94	44·97	0·77	1·74
59·33	*1·43*	*2·35*	Freight Service	53·85	2·47	4·81	63·21	*2·28*	*4·93*	59·81	*1·75*	*2·84*	54·80	1·53	2·87
37·69	*0·85*	*2·21*	Shunting by Shunting Engines	29·31	0·43	1·49	37·03	*2·76*	*6·94*	44·27	0·62	1·42	33·03	0·52	1·66
51·84	0·56	1·09	All Services	45·31	3·19	7·57	54·61	*0·74*	*1·34*	54·70	0·81	1·56	45·92	0·79	1·75
			LUBRICATING OIL USED, STEAM LOCOMOTIVES.														
			Pints per 100 Engine Miles:														
7·32	0·23	3·24	Passenger Service	6·58	0·10	1·54	7·93	*0·28*	*3·41*	7·18	0·62	9·45	7·44	0·31	4·35
7·53	*0·13*	*1·70*	Freight Service	7·21	*0·11*	*1·50*	8·03	*0·69*	*7·91*	7·04	0·10	1·44	8·98	0·60	7·16
5·77	0·06	1·05	Shunting by Shunting Engines	5·26	0·08	1·54	4·80	*0·40*	*7·69*	6·36	0·38	6·05	6·29	0·28	4·66
7·21	0·08	1·12	All Services	6·61	*0·01*	*0·15*	7·52	*0·43*	*5·41*	7·07	0·38	5·68	7·65	0·35	4·79
			ELECTRICAL WORKING.														
			Low Tension Units of Electricity used per 1,000 gross Ton-Miles.														
			Electric Locomotives.														
55·07	0·98	1·81	Passenger	—	—	—	—	—	—	95·89	*5·01*	*4·97*	—	—	—
110·49	84·38		Freight	—	—	—	106·21	81·26		—	—	—	—	—	—
			Motor Vehicles.														
84·08	*1·32*	*1·55*	Passenger	84·16	*1·69*	*1·97*	66·59	*1·49*	*2·19*	82·66	*0·98*	*1·17*	64·72	1·91	3·04
			Pints of Lubricating Oil used per 100,000 gross Ton-Miles.														
			Electric Locomotives.														
5·48	*0·08*	*1·44*	Passenger	—	—	—	—	—	—	—	—	—	—	—	—
30·65	21·20		Freight	—	—	—	49·65	40·13		—	—	—	—	—	—
			Motor Vehicles.														
13·99	*0·08*	*0·57*	Passenger	—	—	—	55·17	19·09	52·91	23·27	2·13	10·08	5·79	0·42	7·82

* The figures relative to the London & North Eastern Railway include a proportion of other (or mixed) fuel.

See Note at foot of Index.

TABLE II. PASSENGERS (excluding Season Ticket Holders) originating on the undermentioned Railways—Number of Journeys, Receipts, and Receipts per Journey—August, 1926.

Railway Company.	Full Fares.				Reduced Fares.												Total.			
					Excursion and Week-end.				Workmen.				Other Descriptions.							
	Passenger Journeys.	% of Total.	Receipts.		Passenger Journeys.	% of Total.	Receipts.		Passenger Journeys.	% of Total.	Receipts.		Passenger Journeys.	% of Total.	Receipts.		Passenger Journeys.	% of Total.	Receipts.	
			Total.	Per Passenger Journey.			Total.	Per Passenger Journey.			Total.	Per Passenger Journey.			Total.	Per Passenger Journey.			Total.	Per Passenger Journey.
FIRST CLASS.	No.		£	d.	No.		£	d.	No.		£	d.	No.		£	d.	No.		£	d.
Great Western	59,611	55	40,319	191·19	28,386	31	4,083	34·55	—	—	—	—	12,557	14	12,702	244·50	91,554	1	57,104	149·93
Western Area	34,854	60	30,024	206·74	14,872	25	3,128	50·48	—	—	—	—	8,598	15	10,091	298·49	58,322	1	43,243	180·42
Midland Area	9,187	60	6,467	168·94	4,154	27	836	22·30	—	—	—	—	2,040	13	1,441	169·53	15,381	1	8,294	129·42
South Wales Area	5,570	37	3,828	139·84	9,340	82	809	14·62	—	—	—	—	1,891	11	630	79·96	17,801	—	5,027	67·78
London and North Eastern	167,390	66	94,890	121·71	54,927	21	4,203	19·20	—	—	—	—	32,478	13	27,465	202·98	254,495	1	116,746	110·19
Southern Industrial Area	30,830	61	22,920	178·42	11,402	22	1,168	24·54	—	—	—	—	8,849	17	10,339	443·14	51,081	1	40,425	189·83
Southern Agricultural Area	28,585	69	35,638	107·01	28,853	26	1,945	16·18	—	—	—	—	5,959	5	3,114	125·61	113,388	2	40,097	84·87
North Eastern Area	25,573	69	13,208	123·47	1,015	3	341	80·63	—	—	—	—	10,883	28	4,469	101·35	37,271	1	18,018	116·02
Southern Scottish Area	29,510	61	11,830	94·26	13,053	27	874	16·07	—	—	—	—	5,632	12	3,287	140·07	48,195	3	15,731	78·14
Northern Scottish Area	2,792	61	2,134	183·44	304	7	67	52·89	—	—	—	—	1,464	32	256	41·97	4,560	2	2,457	129·32
London Midland and Scottish	214,579	59	100,156	112·02	124,982	33	6,818	16·55	—	—	—	—	42,524	11	42,191	238·12	382,085	1	150,083	94·83
Western Area, South	39,876	66	35,173	211·43	8,892	15	1,332	36·49	—	—	—	—	11,204	19	25,839	553·50	59,972	1	62,220	249·01
Western Area, North	71,181	44	24,631	83·05	71,292	44	3,790	12·76	—	—	—	—	19,486	12	7,449	91·75	161,959	1	35,870	53·15
Midland Area	37,478	68	14,833	95·63	12,822	23	1,181	22·11	—	—	—	—	5,137	9	4,302	203·79	55,437	1	20,476	88·65
Northern Area, South	58,981	62	18,054	73·47	30,817	32	2,173	16·92	—	—	—	—	5,189	6	3,590	164·66	94,987	4	23,788	60·11
Northern Area, North	7,063	73	7,467	251·62	1,159	12	120	24·85	—	—	—	—	1,508	15	981	158·13	9,732	2	8,508	209·82
Southern	282,940	70	160,615	148·76	83,760	23	13,088	38·14	—	—	—	—	27,864	7	15,358	132·19	377,564	2	189,330	120·36
Cheshire Lines Committee	14,438	70	3,028	50·31	5,270	26	343	15·62	—	—	—	—	882	4	525	142·86	20,587	2	3,894	45·40
Hammersmith and City	2,774	98	93	8·05	22	1	4	43·64	—	—	—	—	104	3	22	50·77	2,900	—	119	9·85
Liverpool Overhead	58,129	82	1,140	4·71	12,940	18	165	3·06	—	—	—	—	43	—	1	5·58	71,112	11	1,306	4·41
London Electric (a)	70,322	97	1,898	6·48	12	—	3	60·00	—	—	—	—	2,095	3	36	4·12	72,429	1	1,937	6·42
Mersey	40,280	90	988	5·77	23,420	40	581	5·01	—	—	—	—	339	—	22	19·63	66,999	9	1,541	5·52
Metropolitan	60,380	95	1,801	7·16	868	1	83	24·33	—	—	—	—	2,264	4	51	4·59	63,892	1	1,940	7·29
Great Britain { 1926	977,582	87	397,472	97·56	345,039	24	31,531	21·93	—	—	—	—	123,135	9	96,789	185·60	1,450,756	2	527,772	87·31
1925	1,212,021	72	426,227	84·40	345,130	20	35,302	24·55	—	—	—	—	129,339	8	102,191	188·82	1,687,840	2	563,720	80·21
SECOND CLASS.																				
London and North Eastern	74,059	87	30,919	100·20	24,364	29	652	6·42	—	—	—	—	11,504	14	111	2·32	109,927	1	31,682	69·17
Southern Industrial Area	7,440	73	234	7·85	660	6	17	6·18	—	—	—	—	2,116	21	20	2·27	10,216	—	271	6·37
Southern Agricultural Area	66,619	67	30,685	110·55	23,704	24	635	6·43	—	—	—	—	9,388	9	91	2·33	99,711	1	31,411	75·60
London Midland and Scottish	647	100	27	10·02	—	—	—	—	—	—	—	—	—	—	—	—	647	—	27	10·02
Western Area, South	647	100	27	10·02	—	—	—	—	—	—	—	—	—	—	—	—	647	—	27	10·02
Southern	73,901	83	63,208	204·68	2,016	2	1,032	130·00	—	—	—	—	15,168	16	7,176	113·50	97,083	1	73,476	169·06
Metropolitan	589	98	22	8·96	—	—	—	—	—	—	—	—	9	2	—	—	598	—	22	8·83
Great Britain { 1926	239,101	76	101,235	104·77	28,380	9	1,744	15·67	—	—	—	—	38,089	12	7,372	48·32	295,170	—	110,441	89·80
1925	271,422	81	102,705	90·82	28,113	9	1,910	16·31	—	—	—	—	34,674	10	5,399	37·37	334,209	—	110,014	79·00

THIRD CLASS.

Great Western	2,913,273	28	492,938	40-61	5,400,254	51	361,382	16-06	1,034,550	10	15,379	3-52	1,180,101	11	268,658	54-64	10,630,178	99	1,138,157	25-94
Western Area	1,488,983	29	296,547	47-78	2,375,330	46	197,488	20-38	680,257	13	9,611	3-39	880,433	12	185,378	76-65	5,074,063	99	688,724	32-58
Midland Area	927,570	31	112,325	32-87	1,247,786	47	85,388	16-42	276,719	11	4,570	3-96	285,715	11	53,744	45-14	2,637,790	99	259,027	23-29
South Wales Area	397,640	21	84,366	33-68	1,829,138	68	78,506	10-30	77,574	3	998	3-09	313,953	11	29,536	22-58	2,818,305	100	193,406	16-47
London and North Eastern	6,771,687	37	738,494	26-17	5,962,957	32	447,709	18-02	3,378,424	18	46,494	3-30	3,295,655	18	317,163	23-73	18,498,703	98	1,549,571	20-17
Southern Industrial Area	1,104,037	29	178,884	38-82	1,700,352	45	183,559	23-91	533,915	14	8,487	3-81	478,163	12	107,138	53-77	3,816,489	99	477,788	30-64
Southern Agricultural Area	2,987,828	38	224,259	18-01	2,080,112	26	115,248	13-30	2,019,950	25	25,853	3-05	835,425	11	83,822	24-08	7,923,318	97	448,982	13-60
North Eastern Area	1,736,886	38	306,094	27-05	1,449,148	32	101,001	16-74	596,482	13	9,129	3-67	796,741	17	77,886	24-31	4,542,238	99	367,882	20-49
Southern Scottish Area	307,310	43	116,510	34-64	647,828	33	40,955	15-12	207,683	11	3,005	3-47	196,719	11	40,916	49-92	1,859,510	97	201,256	25-98
Northern Scottish Area	135,586	45	19,047	33-71	85,326	29	7,007	19-66	20,424	7	220	2-59	85,572	19	7,709	33-29	297,118	98	33,983	27-45
London Midland and Scottish	7,760,970	29	965,550	29-86	10,464,231	40	853,484	19-57	5,795,555	22	90,688	3-76	3,297,930	9	475,883	49-06	28,348,626	99	2,385,588	21-73
Western Area, South	1,844,098	34	250,847	32-63	1,826,734	33	151,746	19-94	1,233,286	23	19,172	3-67	550,802	10	131,845	69-16	5,474,918	99	572,612	25-15
Western Area, North	2,388,251	23	288,751	29-02	4,944,492	47	408,008	19-80	2,374,568	22	39,222	3-98	866,691	8	182,036	42-10	10,574,002	99	888,017	20-16
Midland Area	2,431,584	33	250,070	24-68	2,861,880	34	220,352	20-64	1,837,730	25	27,502	3-59	630,362	8	106,477	40-34	7,461,616	99	604,401	19-44
Northern Area, South	883,858	38	131,400	37-89	883,631	30	57,080	15-49	284,553	14	4,585	3-46	220,428	10	50,616	55-11	2,263,480	96	244,688	23-92
Northern Area, North	212,141	46	44,075	40-35	237,494	42	15,686	15-86	13,418	2	227	4-06	59,617	10	14,889	59-94	572,670	98	74,887	31-38
Southern	7,008,697	42	783,990	26-85	5,068,946	31	291,863	13-77	3,320,556	29	59,478	3-79	1,944,477	7	206,791	39-88	16,061,916	97	1,936,122	19-23
Cheshire Lines Committee	266,571	46	35,030	29-83	402,054	42	43,475	23-95	187,257	20	3,348	4-28	90,564	10	11,192	29-88	949,288	98	91,161	23-02
Hammersmith and City	544,994	68	8,935	3-93	24,218	3	3,221	31-92	237,854	29	2,250	2-27	22,678	3	1,362	14-73	329,744	100	15,798	4-57
Liverpool Overhead	207,517	37	2,609	3-02	64,235	11	1,209	4-32	262,530	47	2,082	1-90	28,952	5	165	1-37	563,234	89	6,065	2-56
London Electric (a)	12,797,336	77	182,280	3-42	386,497	2	12,858	6-42	3,242,540	20	31,357	2-32	316,616	1	1,580	2-13	16,615,189	99	253,345	3-30
Mersey	214,921	34	4,763	5-32	198,122	31	3,531	4-49	209,658	33	1,946	2-23	16,100	2	254	3-79	638,841	91	10,884	3-98
Metropolitan	3,375,043	79	54,831	3-90	85,700	2	5,013	14-04	688,490	16	7,443	2-89	102,105	3	1,008	3-78	4,251,338	99	68,917	3-89
Great Britain	1926 42,718,156	44	3,307,332	18-58	28,535,009	29	2,047,942	17-23	18,834,141	19	259,624	3-31	7,654,090	8	1,293,583	40-57	97,741,288	98	6,926,891	16-96
	1925 43,823,470	45	3,310,130	17-63	31,750,037	27	2,511,162	18-90	23,313,119	19	312,304	3-22	9,055,537	8	1,551,636	49-16	117,521,213	98	8,329,282	16-79

ALL CLASSES.

Great Western	2,963,884	38	533,257	43-18	5,430,620	51	365,465	16-15	1,034,550	10	15,379	3-52	1,182,638	11	281,420	56-63	10,631,682	99	1,195,321	27-01
Western Area	1,522,917	30	326,271	51-42	2,340,202	46	200,616	20-57	680,257	13	9,611	3-39	889,029	11	196,089	79-89	5,132,408	99	732,567	34-26
Midland Area	945,736	32	118,782	34-07	1,251,940	47	85,776	16-44	276,719	10	4,570	3-96	292,753	11	55,185	46-03	2,653,171	99	264,287	23-91
South Wales Area	604,210	21	88,194	35-03	1,838,478	65	79,075	10-32	77,574	3	998	3-09	313,854	11	30,146	22-92	2,886,106	98	198,433	16-79
							3rd Class.		3rd Class.		3rd Class.		3rd Class.		3rd Class.								
London and North Eastern	7,013,116	37	854,393	29-24	6,041,978	32	452,745	17-98	3,378,424	18	46,494	3-30	3,295,655	18	317,163	24-69	18,803,125	98	1,568,301	21-68
Southern Industrial Area	1,142,367	29	201,738	42-39	1,712,414	44	184,742	25-89	533,915	14	8,487	3-81	488,130	13	123,497	60-60	3,877,766	98	518,464	32-09
Southern Agricultural Area	3,093,032	39	260,982	22-21	2,132,669	26	117,628	13-28	2,019,950	25	25,853	3-05	850,766	11	87,022	24-55	8,136,417	97	459,496	15-35
North Eastern Area	1,762,569	38	213,302	29-04	1,450,184	32	101,402	16-78	596,482	13	9,129	3-67	770,324	17	82,067	25-57	4,579,559	99	405,900	21-27
Southern Scottish Area	836,320	44	128,100	36-74	660,881	34	41,099	15-14	207,683	11	3,005	3-47	202,351	11	44,203	52-43	1,907,787	97	217,007	27-30
Northern Scottish Area	138,388	46	21,181	36-73	85,850	28	5,074	17-74	20,424	7	220	2-59	85,036	19	7,868	33-92	301,678	98	36,440	28-99
							3rd Class.		3rd Class.		3rd Class.		3rd Class.		3rd Class.								
London Midland and Scottish	7,976,196	30	1,068,738	32-07	10,539,213	39	892,100	19-54	5,795,555	22	90,688	3-76	3,370,454	9	518,054	52-45	28,731,418	99	2,536,575	22-77
Western Area, South	1,884,619	34	296,003	36-42	1,835,626	33	153,100	20-02	1,233,286	23	19,172	3-67	562,066	10	177,684	73-88	5,535,537	99	635,959	27-57
Western Area, North	2,459,432	23	313,392	30-38	5,015,784	47	411,788	19-70	2,374,568	22	39,222	3-98	886,177	8	189,483	43-18	10,735,961	99	923,887	20-63
Midland Area	2,469,070	33	265,003	25-76	2,874,702	34	221,533	20-65	1,837,730	25	27,502	3-59	635,329	8	110,839	41-86	7,517,051	99	624,377	19-95
Northern Area, South	883,886	38	149,863	40-24	924,448	39	59,853	15-54	316,533	14	4,585	3-46	225,617	9	54,176	57-63	2,360,467	96	263,457	27-30
Northern Area, North	289,206	46	91,482	43-96	238,653	41	15,816	15-91	13,418	2	227	4-06	61,125	11	15,870	62-31	582,402	98	83,895	34-37
							3rd Class.		3rd Class.		3rd Class.		3rd Class.		3rd Class.								
Southern	7,351,478	42	1,013,013	33-07	5,177,022	30	306,021	14-19	3,320,556	29	59,478	3-79	1,957,527	8	229,327	42-75	17,136,383	97	1,690,839	23-42
Cheshire Lines Committee	283,006	29	36,076	30-59	407,324	42	43,818	25-82	187,257	19	3,348	4-23	91,686	10	11,717	30-67	969,973	98	94,959	23-50
Hammersmith and City	547,288	68	9,028	3-96	24,240	3	3,225	31-97	237,854	29	2,250	2-27	22,762	3	1,414	14-90	332,644	100	15,917	4-59
Liverpool Overhead	265,646	42	3,749	3-39	77,175	12	1,374	4-27	262,530	41	2,082	1-90	29,985	5	186	1-37	634,946	91	7,371	2-79
London Electric (a)	12,867,658	77	184,178	3-44	389,509	3	12,981	6-42	3,242,540	19	31,357	2-32	319,911	1	1,886	2-15	16,687,618	99	230,282	3-31
Mersey	235,201	36	5,731	5-39	224,822	32	4,182	4-47	209,658	30	1,946	2-23	16,393	2	276	4-05	705,810	91	12,135	4-12
Metropolitan	3,435,992	80	56,674	3-98	86,568	2	5,103	14-15	688,490	16	7,443	2-59	104,778	2	1,659	3-80	4,315,828		70,879	3-94
Great Britain	1926 43,927,321	44	3,806,199	20-79	28,906,428	29	2,081,217	17-28	18,834,141	19	259,624	3-31	7,818,574	8	1,400,124	42-98	99,467,264		7,547,104	18-21
	1925 44,766,913	46	4,444,112	19-48	32,132,280	27	2,548,374	19-03	23,313,119	19	312,304	3-22	9,530,156	8	1,689,286	49-16	119,842,462		8,994,016	18-01

(a) Includes Metropolitan District, London District, Central London, and City and South London Railways.

The receipts shown are for the throughout journey, and do not represent the amounts accruing to the Company on whose line the traffic originated.

TABLE III.—TONS, and RECEIPTS PER TON FOR THROUGHOUT JOURNEY in respect of SELECTED COMMODITIES charged at "Station to Station" Rates and conveyed BY FREIGHT TRAINS—AUGUST, 1926.

Reference No.	COMMODITY	Great Western.								London and North Eastern.											
		Western Area.		Midland Area.		South Wales Area.		Total.		Southern Industrial Area.		Southern Agricultural Area.		North Eastern Area.		Southern Scottish Area.		Northern Scottish Area.		Total.	
		Tons.	Receipts per ton	Tons.	Receipts per ton	Tons.	Receipts per ton	Tons.	Receipts per ton	Tons.	Receipts per ton	Tons.	Receipts per ton	Tons.	Receipts per ton	Tons.	Receipts per ton	Tons.	Receipts per ton	Tons.	Receipts per ton
			s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.
2	Ale and Porter in Casks or Cases, Class I (including Ale and Porter Empties).	4,111	16 6	1,641	13 9	668	20 3	6,420	16 2	9,292	19 8	4,506	13 8	3,701	18 0	3,802	11 9	2	20 0	21,503	16 8
3	Alkali (G.R.C. list)	728	11 2	444	15 10	33	15 9	1,205	13 0	4,206	7 1	2,046	9 5	1,882	14 9	1,384	6 1	160	5 6	9,688	8 11
6	Bricks, clay, common and fire, Class B ..	5,056	8 0	17,384	9 5	21,885	4 1	44,325	6 7	129,026	6 11	40,840	6 9	16,766	5 7	19,217	5 0	1,326	5 2	207,175	6 7
7	Bricks or Blocks, Class C	50	10 0	39	16 5	73	9 0	162	11 1	150	15 9	10	28 0	39	10 3	15	8 0	7	8 7	221	14 7
8	Cement, Plaster and Whiting..	2,094	8 4	11,800	8 9	27,840	9 0	41,734	8 11	12,400	11 5	8,597	10 9	29,348	12 8	4,338	6 0	503	11 11	55,186	11 7
17	Creosote, Tar and Pitch	4,952	9 2	1,999	11 1	1,893	6 8	8,844	9 1	3,242	5 11	4,840	9 3	13,231	8 10	28,288	3 8	650	8 7	50,251	5 10
20	Flour and Bran, Sharps and other Flour Mill Offal	25,609	10 10	5,336	12 6	16,518	10 11	47,463	11 1	11,671	12 4	14,889	10 7	41,923	12 3	10,969	10 5	1,287	10 11	80,739	11 8
25	Grain—Barley	14,603	8 9	200	11 8	234	11 2	15,037	8 10	3,098	10 3	2,534	12 4	4,236	13 2	5,101	5 2	409	10 3	15,378	9 8
26	,, Oats	4,065	9 5	497	9 11	367	9 3	4,929	9 6	2,033	9 8	2,677	10 7	3,176	11 8	998	8 8	797	13 3	9,681	10 9
27	,, Wheat	10,010	9 3	2,010	10 1	522	8 7	12,542	9 4	8,020	10 1	7,235	10 10	17,991	10 6	3,779	6 5	2	10 0	37,027	10 1
28	,, Class (except Items 20, 25, 26 and 27)..	15,059	10 2	2,439	10 3	2,543	10 9	20,041	10 3	8,388	12 2	20,125	13 11	17,901	14 4	10,125	7 9	1,577	14 3	58,116	12 9
29	Gravel and Sand, Class A	4,050	8 9	10,634	3 2	8,551	3 5	23,235	3 9	31,800	3 10	30,814	4 8	21,139	4 11	16,779	3 1	21	3 10	100,553	4 2
34	Bars, Joists and Girder Work ..	468	18 5	2,827	13 8	45,921	6 4	49,216	6 10	6,206	14 8	2,997	17 10	8,559	11 2	10,970	6 10	56	16 9	28,788	11 0
35	Iron Blooms, Billets and Ingots ..	—	—	4,089	6 5	28,441	5 2	32,500	5 4	9,915	4 10	—	—	9,962	5 11	1,388	4 7	—	—	21,265	5 4
36	and Plates	310	13 10	305	16 8	21,043	11 2	21,658	11 3	3,117	15 4	253	16 10	5,943	7 8	1,318	11 6	8	12 6	10,639	10 7
37	Steel Scrap	4,841	15 4	4,739	6 1	8,727	5 11	18,007	8 4	9,457	7 4	4,861	12 3	14,030	5 4	7,048	4 10	199	14 1	35,595	6 9
38	Except Items 34, 35, 36 and 37 ..	3,383	16 3	9,152	17 4	29,543	12 7	42,078	13 11	21,301	14 9	2,784	16 7	31,348	12 8	12,715	13 9	172	16 9	68,320	13 8
39	Iron, Pig	166	11 4	1,689	3 8	3,535	9 7	5,390	7 10	3,595	8 10	206	11 1	36,878	9 6	14,721	3 10	—	—	55,400	8 0
40	Ironstone and Iron Ore, Classes A and B ..	1,076	6 6	500	6 2	3,221	3 4	4,797	4 4	6,821	3 3	1,686	2 6	814	7 7	3,766	2 7	84	12 10	13,171	3 4
42	Limestone, other than for Road-making or Agriculture	246	3 4	4,508	2 9	4,649	2 1	9,403	2 5	8,442	7 11	4	20 0	16,490	2 10	767	4 1	—	—	25,703	4 6
44	Manure (Town, Stable and Gas Lime) ..	2,201	3 10	412	4 0	248	6 5	2,861	4 1	15,167	3 4	5,694	4 3	4,993	2 7	6,340	2 2	8	2 6	32,202	3 2
45	Manure (E.o.h.p.), including Chalk, Lime, Limestone and Salt for Agriculture	1,268	11 7	2,108	11 7	4,858	6 4	8,234	8 6	7,212	10 10	6,925	5 10	11,328	6 3	8,345	6 1	1,106	3 4	34,916	7 0
47	Oil Cake..	9,713	10 0	2,492	17 0	181	9 3	12,386	11 5	3,496	12 2	4,326	10 8	21,506	15 7	3,534	9 10	1,489	7 11	34,351	13 9
48	Oils (dangerous) and Inflammable Liquids in O.T.W.	23,676	17 7	841	11 5	10,871	16 8	35,388	17 2	1,987	13 11	3,161	14 9	36,469	19 4	25,372	6 11	1,129	4 5	68,118	14 1
49	Oils (dangerous) and Inflammable Liquids other than in O.T.W.	811	19 0	88	14 4	53	17 0	952	18 5	156	15 8	11	38 2	677	21 0	1,552	15 11	2	40 0	2,398	17 5
58	Stone and undressed material, Class A, for the construction and repair of roads	51,412	5 8	54,861	5 9	11,971	3 4	118,344	5 6	39,167	4 8	18,021	4 2	67,632	5 2	56,265	3 2	1,259	5 9	182,344	4 4
59	Stone and other material, Class B, for the construction and repair of roads	10,890	7 7	36,056	9 3	15,128	5 7	62,074	8 1	31,278	6 10	2,688	9 0	60,987	6 7	24,382	4 3	4	10 0	119,339	6 3
63	Timber—Deals, Battens and Boards.. ..	10,111	11 0	3,569	11 7	8,740	9 0	22,420	10 4	15,287	13 8	13,756	12 4	53,332	13 5	17,559	5 9	1,360	13 6	101,294	12 0
64	,, Pitwood and Mining	5	8 0	702	12 4	1,732	4 6	2,439	6 9	1,100	14 7	10	16 0	10,159	14 6	17,931	11	56	16 9	29,256	6 2
65	,, Round (other than Pitwood) ..	1,428	17 5	4,655	19 7	686	19 3	6,779	19 1	2,468	22 1	1,639	15 1	2,894	15 3	1,348	10 2	198	7 2	8,544	16 2
66	,, E.o.h.p.	3,458	13 8	1,533	14 8	2,767	8 7	7,758	12 1	5,425	13 1	2,405	16 9	13,184	14 2	7,947	5 1	1,020	14 3	29,981	11 9
67	Vegetables—Potatoes	671	7 9	1,168	13 8	555	8 9	2,394	10 10	5,587	13 6	45,839	17 3	4,536	9 11	3,945	10 11	24	10 0	59,931	15 11

Reference No.	COMMODITY	London Midland and Scottish.										Southern.		Great Britain. (All Standard Gauge Railways.)					
		Western Area, South.		Western Area, North.		Midland Area.		Northern Area, South.		Northern Area, North.		Total.		Total.		1926.			1925.
																Receipts.			Receipts.
		Tons.	Receipts per ton	Tons.	Receipts per ton	Tons.	Receipts per ton	Tons.	Receipts per ton	Tons.	Receipts per ton	Tons.	Receipts per ton	Tons.	Receipts per ton	Tons.	Gross.	Per ton.	Tons.	Gross.	Per ton.
			s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.						
2	Ale and Porter in Casks or Cases, Class I (including Ale and Porter Empties) ..	2,662	16 2	4,170	11 9	33,450	19 10	2,583	13 1	17	24 8	42,882	18 5	7,326	13 8	79,156	68,520	17 4	*90,935*	*76,721*	*16 10*
3	Alkali (G.R.C. list)	9,614	12 4	21,306	11 8	6,001	12 3	3,670	8 6	8	10 0	40,599	11 8	1,488	11 3	75,293	39,852	10 7	*78,215*	*44,192*	*11 4*
6	Bricks, clay, common and fire, Class B ..	46,426	6 6	38,442	5 0	32,278	5 9	24,797	5 8	1,269	6 0	143,212	5 9	23,359	5 4	427,817	133,271	6 3	*493,463*	*150,585*	*6 1*
7	Bricks or Blocks, Class C	84	12 7	889	16 4	591	13 0	72	6 11	—	—	1,636	14 6	5,232	4 9	7,285	2,704	7 5	*3,240*	*2,390*	*14 9*
8	Cement, Plaster and Whiting	5,960	10 7	9,270	10 5	22,577	11 11	5,840	6 7	337	9 10	43,984	10 8	23,441	9 11	168,115	86,501	10 3	*177,317*	*85,984*	*9 8*
17	Creosote, Tar and Pitch	4,193	8 10	11,435	8 1	14,447	11 6	8,264	6 7	1,612	7 4	39,951	9 1	6,731	9 10	108,267	41,084	7 7	*170,092*	*52,619*	*6 2*
20	Flour and Bran, Sharps and other Flour Mill Offal	3,359	12 0	16,991	12 9	11,337	11 3	6,687	11 7	639	8 4	39,013	12 0	17,094	9 3	205,189	118,217	11 6	*228,288*	*131,523*	*11 6*
25	Grain—Barley	638	10 6	310	10 6	2,055	10 2	1,238	6 4	396	18 2	4,637	9 8	2,477	6 8	38,336	17,679	9 3	*39,229*	*19,742*	*10 1*
26	,, Oats	710	9 11	1,734	12 10	1,342	11 6	737	10 1	1,302	18 9	5,825	13 2	7,581	8 1	29,433	15,270	10 5	*36,949*	*17,968*	*9 9*
27	,, Wheat	2,007	10 6	7,747	12 0	4,895	9 6	439	7 8	491	17 10	15,579	11 1	9,650	7 1	80,799	39,740	9 10	*89,600*	*48,015*	*10 9*
28	,, Class (except Items 20, 25, 26 and 27)	2,692	11 3	11,268	12 9	11,283	9 8	5,648	12 4	693	14 8	31,584	11 6	9,361	8 0	125,502	73,483	11 9	*136,922*	*73,875*	*10 9*
29	Gravel and Sand, Class A	23,403	5 8	33,281	3 2	21,322	4 3	18,215	3 11	627	4 5	96,848	4 2	26,445	4 3	257,125	53,110	4 2	*297,563*	*61,724*	*4 2*
34	Iron and Steel — Bars, Joists and Girder Work ..	13,417	8 8	15,339	11 9	6,101	14 11	19,046	6 6	118	23 5	54,021	9 6	1,239	14 4	145,998	64,503	8 10	*240,706*	*100,905*	*8 5*
35	Iron and Steel — Blooms, Billets and Ingots ..	1,335	5 3	9,693	5 0	3,081	9 1	12,763	5 7	—	—	26,872	5 9	—	—	95,643	24,141	5 1	*139,578*	*46,382*	*6 8*
36	Iron and Steel — Plates	1,737	16 11	1,834	15 2	3,580	12 4	8,598	7 7	5	16 0	15,754	10 7	337	15 7	49,740	27,252	10 11	*112,139*	*53,664*	*9 7*
37	Iron and Steel — Scrap	9,283	8 10	14,581	6 10	8,947	8 7	9,743	4 4	418	9 2	42,972	7 1	5,334	16 9	105,802	40,589	7 8	*248,461*	*78,612*	*6 4*
38	Except Items 34, 35, 36, and 37 ..	10,830	14 10	22,516	13 11	21,671	15 4	22,424	11 7	223	18 1	77,664	13 9	5,334	16 5	201,735	133,338	13 9	*306,405*	*154,698*	*12 1*
39	Iron, Pig	1,472	7 4	9,939	10 6	7,814	7 0	13,957	6 7	—	—	33,182	7 11	1,332	13 4	101,642	40,018	7 10	*254,031*	*81,392*	*6 5*
40	Ironstone and Iron Ore, Classes A and B ..	1,071	5 5	17,909	4 7	3,269	5 6	4,031	2 6	121	2 2	26,401	4 5	1,065	5 1	48,145	9,729	4 0	*640,436*	*97,760*	*3 1*
42	Limestone, other than for Road-making or Agriculture	11,008	8 0	17,729	6 9	65,667	4 2	4,675	2 9	—	—	99,079	5 0	1,280	5 2	135,475	32,004	4 9	*312,212*	*56,713*	*3 8*
44	Manure (Town, Stable and Gas Lime) ..	2,710	4 9	8,023	4 5	4,404	3 5	20,042	1 10	2,906	2 6	38,085	2 10	16,215	4 3	90,563	14,686	3 3	*107,949*	*17,448*	*3 3*
45	Manure (E.o.h.p.), including Chalk, Lime, Limestone and Salt for Agriculture	2,161	8 1	6,488	9 4	6,270	11 9	1,710	8 3	1,671	3 8	18,300	9 5	6,139	8 9	68,067	27,462	8 0	*96,332*	*38,537*	*8 0*
47	Oil Cake	1,370	14 2	16,768	17 6	3,148	10 7	2,186	13 3	309	8 6	23,781	15 11	8,876	10 2	81,562	55,899	13 8	*93,214*	*63,238*	*13 6*
48	Oils (dangerous) and Inflammable Liquids in O.T.W.	1,086	10 5	15,574	16 2	35,025	21 7	22,750	13 3	445	19 8	74,880	17 9	16,729	13 6	243,746	193,792	15 11	*176,241*	*169,461*	*19 3*
49	Oils (disangerous) and Inflammable Liquids other than in O.T.W.	35	22 10	495	20 10	341	29 1	1,932	18 3	143	26 10	2,946	20 5	1,130	16 10	7,944	7,336	18 6	*8,022*	*7,878*	*19 8*
58	Stone and undressed material, Class A, for the construction and repair of roads	67,542	5 10	40,014	4 10	91,020	5 8	35,920	2 11	3,489	3 3	237,985	5 2	29,500	4 6	610,847	154,436	5 1	*680,001*	*169,053*	*5 0*
59	Stone and other material, Class B, for the construction and repair of roads	40,712	7 11	20,785	4 6	46,041	6 6	14,734	3 10	1,898	4 2	124,170	6 3	14,387	5 4	332,185	109,889	6 7	*424,930*	*138,975*	*6 6*
63	Timber—Deals, Battens and Boards ..	2,006	14 11	22,813	12 6	10,626	13 4	9,024	9 5	2,728	14 8	47,197	12 4	11,671	9 11	197,938	115,632	11 8	*193,769*	*111,229*	*11 4*
64	,, Pitwood and Mining	455	11 6	3,544	4 8	539	18 7	916	4 0	353	13 11	5,807	6 11	123	7 6	37,651	11,911	6 4	*220,463*	*81,436*	*7 5*
65	,, Round (other than Pitwood) ..	2,497	21 9	2,039	12 2	2,049	16 11	853	12 5	1,157	12 2	8,595	16 1	2,903	16 0	27,639	23,308	16 10	*30,293*	*26,144*	*17 3*
66	,, E.o.h.p.	2,434	17 4	12,796	11 5	3,011	12 3	5,287	6 10	1,753	13 5	25,281	11 3	7,824	13 7	78,040	42,881	11 9	*98,005*	*53,111*	*10 10*
67	Vegetables—Potatoes	4,968	13 4	8,110	11 5	1,826	15 1	14,864	16 8	491	16 9	30,259	14 7	1,360	9 9	107,698	82,300	15 3	*128,511*	*93,653*	*14 7*

The receipts shown are for the throughout journey, and do not represent the amounts accruing to the Company on whose line the traffic originated.

The reference numbers agree with those shown in the monthly "Railway Statistics" for April, 1926, and previous issues.

TABLE IV.—Mileage run by the Companies' Engines—August, 1926.

Train Miles.

Railway Company.	Coaching.							Freight.						
	Loaded.	% Sunday Working.	Empty.	% Sunday Working.	Engine & Brake.	% Sunday Working.	Total.	% Sunday Working.	Loaded.	% Sunday Working.	Empty.	% Sunday Working.	Engine & Brake.	% Sunday Working.	Total.	% Sunday Working.
Great Western	3,276,359	6·21	109,799	12·06	1,661	19·04	3,387,849	6·41	1,235,266	0·95	45,057	0·13	30,717	1·53	1,311,040	0·94
London and North Eastern ..	5,410,598	5·46	223,536	6·97	2,081	3·03	5,636,215	5·51	2,166,373	0·91	113,089	0·35	58,237	0·73	2,337,699	0·87
Southern Area	3,147,421	7·00	121,817	7·81	960	2·81	3,270,198	7·02	1,198,783	1·02	63,790	0·51	13,717	2·30	1,276,290	1·01
North Eastern Area ..	1,390,647	4·71	65,604	7·76	676	5·33	1,456,927	4·85	524,606	0·99	31,175	0·17	14,740	0·11	570,521	0·93
Scottish Area	872,530	1·09	36,115	2·68	445	—	909,090	1·15	442,984	0·49	18,124	0·09	29,780	0·32	490,888	0·46
London Midland and Scottish	7,230,477	5·25	287,072	7·76	3,124	20·65	7,520,673	5·35	3,029,036	1·32	151,623	1·63	107,613	0·74	3,288,282	1·32
Western Area	4,045,014	5·85	140,803	5·63	1,542	23·61	4,187,359	5·94	1,428,307	2·00	71,770	3·07	26,613	0·69	1,526,690	2·03
Midland Area	1,905,685	6·33	94,971	13·48	1,282	18·56	2,001,938	6·68	1,025,978	0·37	45,750	0·36	42,800	0·85	1,114,328	0·38
Northern Area	1,279,778	1·45	51,298	2·98	300	14·33	1,331,376	1·51	574,751	1·35	34,108	0·28	38,405	0·66	647,264	1·25
Southern	3,913,574	9·06	162,287	15·05	271	12·55	4,076,132	9·30	435,383	0·73	15,101	1·68	2,052	9·11	452,536	0·80
Cheshire Lines Committee* ..	188,189	5·40	8,978	3·95	—	—	197,167	5·33	92,153	0·61	3,679	0·90	1,353	6·36	97,185	0·70
Metropolitan	458,131	10·07	17,444	8·08	51	—	475,626	9·99	10,149	0·08	129	—	215	—	10,493	0·08
Midland and G.N. Joint ..	93,197	—	1,744	—	147	—	95,088	—	33,692	—	224	—	626	—	34,542	—
Great Britain 1926	21,877,935	6·47	824,729	9·57	7,495	15·90	22,710,159	6·59	6,955,135	1·08	328,073	0·98	199,670	0·94	7,482,878	1·07
1925	*23,321,992*	*6·17*	*991,046*	*10·61*	*7,929*	*13·55*	*24,320,967*	*6·35*	*9,393,990*	*1·20*	*341,213*	*0·70*	*314,324*	*0·58*	*11,049,527*	*1·14*

Shunting Miles.

Railway Company.	Coaching.							Freight.								
	Shunting Engines.	% Sunday Working.	Train Engines.	% Sunday Working.	Other Steam and Electric Traction.	% Sunday Working.	Total.	% Sunday Working.	Shunting Engines.	% Sunday Working.	Train Engines.	% Sunday Working.	Other Steam and Electric Traction.	% Sunday Working.	Total.	% Sunday Working.
Great Western	159,820	7·46	59,232	6·96	185	5·41	219,237	7·32	675,680	0·85	445,688	0·24	—	—	1,121,368	0·60
London and North Eastern ..	277,516	6·78	78,805	5·42	—	—	356,321	6·48	1,322,030	0·75	541,476	0·25	2,096	—	1,865,602	0·64
Southern Area	147,172	8·19	67,298	5·83	—	—	214,470	7·45	679,808	1·08	273,588	0·57	954	...	954,350	0·93
North Eastern Area ..	92,708	5·74	3,637	0·65	—	—	96,345	5·77	401,437	0·62	146,879	0·14	—	—	548,316	0·49
Scottish Area	37,636	3·86	7,870	1·35	—	—	45,506	3·43	240,785	0·06	121,009	0·10	1,142	—	362,936	0·08
London Midland and Scottish	324,938	5·88	320,137	4·65	3,755	10·33	648,830	5·30	1,225,103	0·87	1,053,971	0·31	1,451	—	2,280,525	0·61
Western Area	177,174	6·31	216,155	5·10	3,558	10·03	396,887	5·69	641,584	1·15	581,807	0·43	1,187	—	1,224,578	0·81
Midland Area	81,168	8·40	64,770	5·03	197	18·74	146,135	6·92	395,892	0·55	310,962	0·13	—	—	706,854	0·37
Northern Area	66,596	1·67	39,212	1·53	—	—	105,808	1·62	187,627	0·57	161,202	0·19	264	—	349,093	0·39
Southern	117,198	8·66	130,491	9·06	900	11·11	248,589	8·88	272,104	1·54	207,739	0·44	—	—	479,843	1·07
Cheshire Lines Committee* ..	11,015	9·09	4,287	5·11	—	—	15,302	7·97	30,689	—	25,319	0·27	—	—	56,008	0·12
Metropolitan	—	—	4,220	11·61	3,180	7·55	7,400	9·86	260	1·92	7,600	0·13	—	—	7,860	0·19
Midland and G.N. Joint ..	80	—	1,497	—	—	—	1,577	—	9,877	—	9,872	—	—	—	19,749	—
Great Britain 1926	880,447	6·82	597,357	5·98	10,200	10·19	1,488,004	6·50	3,592,861	0·86	2,289,277	0·32	3,547	—	5,885,685	0·65
1925	*905,182*	*6·95*	*675,162*	*6·25*	*10,285*	*11·31*	*1,590,629*	*6·69*	*4,971,103*	*0·89*	*3,376,724*	*0·39*	*2,640*	—	*8,350,467*	*0·69*

Railway Company.	Assisting required.				Assisting not required.				Light.				Total "other" miles (excluding Departmental).			
	Coaching.	% Sunday Working.	Freight.	% Sunday Working.	Coaching.	% Sunday Working.	Freight.	% Sunday Working.	Coaching.	% Sunday Working.	Freight.	% Sunday Working.	Coaching.	% Sunday Working.	Freight.	% Sunday Working.
Great Western	29,861	16·61	35,586	0·50	17,100	10·64	4,983	1·99	146,993	9·75	140,120	0·94	193,954	10·88	180,689	0·88
London and North Eastern ..	64,888	7·95	30,772	0·52	13,684	5·66	3,943	8·52	337,145	6·79	236,069	1·18	415,718	6·93	330,784	1·20
Southern Area	18,697	11·15	11,765	—	8,166	6·45	2,780	12·09	185,933	8·81	181,461	1·49	212,796	8·93	196,006	1·55
North Eastern Area ..	11,507	14·28	4,734	2·89	1,201	20·65	710	—	79,182	6·23	60,535	0·99	91,890	7·43	65,979	1·12
Scottish Area	34,679	4·12	14,273	0·17	4,317	—	453	—	72,030	2·19	54,073	0·34	111,026	2·71	68,799	0·30
London Midland and Scottish	237,590	5·37	132,049	2·46	103,903	7·43	26,543	2·09	525,467	5·81	461,671	2·55	866,960	5·88	620,263	2·51
Western Area	129,670	7·76	58,876	3·95	61,584	9·29	12,977	4·27	288,348	6·79	298,689	3·39	479,602	7·37	370,542	3·51
Midland Area	46,070	3·42	43,114	0·81	24,109	5·14	11,274	—	103,398	8·41	101,941	0·77	173,577	6·63	156,329	0·72
Northern Area	61,850	1·82	30,059	1·90	18,210	4·18	2,292	—	133,721	1·67	61,041	1·38	213,781	1·93	93,392	1·51
Southern	12,606	8·54	3,957	1·79	16,030	10·73	5,218	2·09	201,248	10·71	88,991	1·52	229,884	10·59	98,166	1·57
Cheshire Lines Committee* ..	220	5·91	674	—	26	—	203	—	13,390	7·12	10,727	0·62	13,636	7·09	11,604	0·57
Metropolitan	—	—	—	—	100	—	5	—	8,731	10·90	2,322	0·17	8,831	10·78	2,327	0·17
Midland and G.N. Joint ..	96	—	42	—	275	—	43	—	2,513	—	1,547	—	2,884	—	1,632	—
Great Britain .. .. { 1926	352,540	7·08	203,905	1·79	151,808	7·97	41,551	2·64	1,226,332	7·36	997,140	1·80	1,730,680	7·36	1,242,596	1·88
1925	*403,291*	*7·30*	*496,389*	*0·90*	*173,541*	*7·29*	*65,503*	*1·78*	*1,338,504*	*8·30*	*1,346,769*	*1·85*	*1,915,336*	*8·00*	*1,908,651*	*1·60*

Railway Company.	Departmental Miles.										
	Locomotive Department.	% Sunday Working.	Carriage and Wagon Department.	% Sunday Working.	Stores Department.	% Sunday Working.	Ballasting (including Engineers' Service Trains.)	% Sunday Working.	Miscellaneous.	% Sunday Working.	Total.	% Sunday Working.
Great Western	73,355	1·82	12,761	0·02	3,871	—	39,043	16·60	4,050	0·25	133,080	5·88
London and North Eastern ..	221,779	5·31	33,138	0·17	5,308	—	102,563	9·57	7,271	2·57	375,059	5·32
Southern Area	141,258	7·75	18,237	—	938	—	55,124	12·31	3,074	4·65	218,631	8·18
North Eastern Area ..	53,461	1·31	14,154	0·21	3,241	—	26,879	2·50	3,218	0·31	100,953	1·40
Scottish Area	27,060	0·46	5,747	0·63	1,129	—	20,560	11·48	979	3·47	55,475	4·61
London Midland and Scottish	303,823	4·54	32,607	0·04	9,278	—	196,640	15·38	7,414	11·21	549,762	8·16
Western Area	181,378	6·50	12,347	—	5,447	—	107,553	19·47	3,731	19·27	310,456	10·78
Midland Area	78,696	2·08	11,486	—	1,946	—	64,765	11·41	1,607	1·49	158,500	5·71
Northern Area	43,749	0·82	8,774	0·16	1,885	—	24,322	7·84	2,076	4·24	80,806	2·93
Southern	120,130	5·16	8,372	0·78	661	—	39,560	9·65	3,947	11·63	172,670	6·11
Cheshire Lines Committee* ..	3,328	0·66	342	—	270	—	2,734	7·10	188	—	6,862	3·15
Metropolitan	335	3·58	212	17·45	638	2·66	2,045	9·93	1,577	18·20	4,807	11·57
Midland and G.N. Joint ..	1,523	—	188	—	—	—	342	—	—	—	2,053	—
Great Britain .. .. { 1926	724,291	4·57	93,383	0·21	20,629	0·08	384,125	13·43	30,937	8·84	1,253,365	6·97
1925	*737,397*	*5·00*	*126,653*	*0·19*	*22,569*	*0·04*	*515,774*	*15·54*	*30,849*	*7·80*	*1,433,447*	*8·35*

* Worked by engines owned by the London and North Eastern and London Midland and Scottish Railways, who also include in their figures particulars of the miles run.

Table IV.—Mileage run by the Companies' Engines (*continued*)—August, 1926.

Railway Company.	Engine Miles (excluding Departmental).											
	Train.		Shunting.		Assisting Required.		Assisting not Required.		Light.		Total Engine Miles (excluding Departmental).	
	Coaching.	Freight.	Coaching.	Freight.	Coaching.	Freight.	Coaching.	Freight.	Coaching.	Freight.	Coaching.	Freight.
Great Western	**3,387,849**	**1,311,040**	**219,237**	**1,121,368**	**29,861**	**35,586**	**17,100**	**4,983**	**146,993**	**140,120**	**3,801,040**	**2,613,097**
London and North Eastern ..	**5,636,215**	**2,337,699**	**356,321**	**1,865,602**	**64,883**	**30,772**	**13,684**	**3,943**	**337,145**	**296,069**	**6,408,248**	**4,534,085**
Southern Area	3,270,198	1,276,280	214,470	954,350	18,697	11,765	8,166	2,780	185,933	181,461	3,697,464	2,426,646
North Eastern Area ..	1,456,927	570,521	96,345	548,316	11,507	4,734	1,201	710	78,182	60,535	1,645,162	1,184,816
Scottish Area	909,090	490,888	45,506	362,936	34,679	14,273	4,317	453	72,030	54,073	1,065,622	922,623
London Midland and Scottish	**7,520,673**	**3,288,282**	**648,830**	**2,280,525**	**237,590**	**132,049**	**103,903**	**26,543**	**525,467**	**461,671**	**9,036,463**	**6,189,070**
Western Area	4,187,359	1,526,690	396,887	1,224,578	129,670	58,876	61,584	12,977	288,348	298,689	5,063,848	3,121,810
Midland Area	2,001,938	1,114,328	146,135	706,854	46,070	43,114	24,109	11,274	103,398	101,941	2,321,650	1,977,511
Northern Area	1,331,376	647,264	105,808	349,093	61,850	30,059	18,210	2,292	133,721	61,041	1,650,965	1,089,749
Southern	**4,076,132**	**452,536**	**248,589**	**479,843**	**12,606**	**3,957**	**16,030**	**5,218**	**201,248**	**88,991**	**4,554,605**	**1,030,545**
Cheshire Lines Committee* ..	197,167	97,185	15,302	56,008	220	674	26	203	13,390	10,727	226,105	164,797
Metropolitan	475,626	10,493	7,400	7,860	—	—	100	5	8,731	2,322	491,857	20,680
Midland & G.N. Joint	95,088	34,542	1,577	19,749	96	42	275	43	2,513	1,547	99,549	55,923
Great Britain .. .. { 1926	**22,710,159**	**7,482,878**	**1,488,004**	**5,885,685**	**352,540**	**203,905**	**151,808**	**41,551**	**1,226,332**	**997,140**	**25,928,843**	**14,611,159**
1925	*24,820,967*	*11,049,527*	*1,590,629*	*8,350,467*	*403,291*	*496,389*	*173,541*	*65,503*	*1,333,504*	*1,346,759*	*28,326,932*	*21,308,645*

Railway Company.	Total Engine Miles.											
	Steam Tender and Tank Engines.		Electric Engines.		Steam, Petrol, etc., Rail Motors.		Electric Motor Vehicles.		All Traction.			
	Coaching.	Freight.	Coaching.	Freight.	Coaching.	Freight.	Coaching.	Freight.	Coaching.	Freight.	Depart-mental.	Grand Total.
Great Western	**3,749,222**	**2,613,097**	—	—	**51,818**	—	—	—	**3,801,040**	**2,613,097**	**133,080**	**6,547,217**
London and North Eastern ..	**6,267,589**	**4,529,646**	—	**2,343**	**19,551**	**2,096**	**101,108**	—	**6,408,248**	**4,534,085**	**375,059**	**11,317,392**
Southern Area ..	3,668,424	2,425,692	—	—	8,641	954	20,399	—	3,697,464	2,426,646	218,631	6,342,741
North Eastern Area ..	1,553,543	1,182,473	—	2,343	10,910	—	80,709	—	1,645,162	1,184,816	100,953	2,930,931
Scottish Area	1,065,622	921,481	—	—	—	1,142	—	—	1,065,622	922,623	55,475	2,043,720
London Midland and Scottish	**8,537,961**	**6,186,672**	—	**839**	**27,701**	**1,559**	**470,801**	—	**9,036,463**	**6,189,070**	**549,762**	**15,775,295**
Western Area	4,619,247	3,120,623	—	—	26,529	1,187	418,072	—	5,063,848	3,121,810	310,456	8,496,114
Midland Area	2,268,921	1,976,672	—	839	—	—	52,729	—	2,321,650	1,977,511	158,500	4,457,661
Northern Area	1,649,793	1,089,377	—	—	1,172	372	—	—	1,650,965	1,089,749	80,806	2,821,520
Southern	**3,539,487**	**1,030,545**	—	—	—	—	**1,015,118**	—	**4,554,605**	**1,030,545**	**172,670**	**5,757,820**
Cheshire Lines Committee* ..	226,105	164,797	—	—	—	—	—	—	226,105	164,797	6,862	397,764
Metropolitan	33,651	20,054	40,549	626	—	—	417,657	—	491,857	20,680	4,807	517,344
Midland & G.N. Joint	99,549	55,923	—	—	—	—	—	—	99,549	55,923	2,053	157,525
Great Britain .. .. { 1926	**22,345,906**	**14,603,696**	**52,600**	**3,808**	**110,375**	**3,655**	**3,419,962**	—	**25,928,843**	**14,611,159**	**1,258,365**	**41,798,367**
1925	*24,749,910*	*21,295,856*	*52,004*	*10,149*	*129,350*	*2,640*	*3,395,668*	—	*28,326,932*	*21,308,645*	*1,433,447*	*51,069,024*

* Worked by engines owned by the London and North Eastern and London Midland and Scottish Railways, who also include in their figures particulars of the miles run.

TABLE V.—ENGINE HOURS "IN TRAFFIC" (including Departmental) OF THE COMPANIES' ENGINES—August, 1926.

Railway Company.	Engine Hours.															
	Train.				Shunting.				"Other" (excluding Departmental).				Departmental.		Total.	
	Coaching.	% Sunday Working.	Freight.	% Sunday Working.	Coaching.	% Sunday Working.	Freight.	% Sunday Working.	Coaching.	% Sunday Working.	Freight.	% Sunday Working.	—	% Sunday Working.	—	% Sunday Working.
Great Western	250,485	6·00	141,898	0·63	43,726	7·29	224,360	0·60	26,725	9·34	29,576	1·43	21,940	4·86	738,710	3·31
London and North Eastern ..	420,564	5·29	257,951	0·68	70,923	6·48	372,914	0·63	50,344	6·52	39,506	1·00	61,857	5·72	1,274,059	3·00
Southern Area	250,727	6·66	156,118	0·80	42,541	7·45	190,184	0·93	31,380	8·21	25,079	1·22	38,315	7·79	734,354	3·92
North Eastern Area ..	103,016	4·80	53,745	0·67	19,281	5·76	110,154	0·49	8,044	5·76	6,007	0·93	15,916	1·48	316,163	2·44
Scottish Area	66,821	0·88	48,088	0·28	9,101	3·43	72,576	0·08	10,910	2·22	8,420	0·42	7,626	4·18	223,542	0·76
London Midland and Scottish	554,057	4·80	377,161	1·00	130,386	5·29	455,858	0·61	65,561	5·41	71,867	2·20	88,981	7·15	1,743,871	2·96
Western Area	307,536	5·19	187,714	1·57	80,070	5·67	244,779	0·81	36,740	6·61	45,226	2·96	51,877	9·20	953,942	3·86
Midland Area	151,387	6·29	134,054	0·30	29,233	6·92	141,442	0·37	13,032	6·51	18,298	0·66	26,168	4·96	513,614	2·87
Northern Area	95,134	1·17	55,393	0·77	21,083	1·58	69,637	0·40	15,789	1·72	8,343	1·46	10,936	2·65	276,315	1·03
Southern..	255,134	8·91	47,868	0·81	49,430	8·88	95,758	1·07	31,511	9·76	10,758	1·91	25,867	5·57	516,326	6·44
Cheshire Lines Committee* ..	16,111	5·04	10,489	0·62	3,060	7·97	11,199	0·12	1,045	6·79	995	0·60	1,178	2·38	44,077	2·81
Metropolitan	31,750	9·22	1,443	—	1,480	9·86	1,572	0·19	466	9·44	123	0·81	711	12·10	37,545	8·54
Midland & G.N. Joint.. ..	7,577	—	4,637	—	303	—	3,904	—	264	—	169	—	396	—	17,250	—
Great Britain .. .. { 1926	1,618,308	6·08	838,426	0·82	297,461	6·49	1,176,473	0·65	175,930	7·13	153,334	1·71	202,802	6·27	4,463,234	3·59
{ 1925	*1,758,689*	*6·00*	*1,287,549*	*0·86*	*317,238*	*6·66*	*1,669,484*	*0·69*	*194,532*	*7·54*	*237,504*	*1·34*	*232,211*	*7·40*	*5,697,207*	*3·33*

Railway Company.	Steam Tender and Tank Engines.		Electric Engines.		Steam, Petrol, etc., Rail Motors.		Electric Motor Vehicles.		Total Engine Hours (including Departmental).			
	Coaching.	Freight.	Coaching.	Freight.	Coaching.	Freight.	Coaching.	Freight.	Coaching.	Freight.	Depart-mental.	Grand Total.
Great Western	315,465	395,834	—	—	5,471	—	—	—	320,936	395,834	21,940	738,710
London and North Eastern ..	532,272	669,549	—	403	1,661	419	7,898	—	541,831	670,371	61,857	1,274,059
Southern Area	322,206	371,190	—	—	792	191	1,660	—	324,658	371,381	38,315	734,354
North Eastern Area ..	123,234	169,503	—	403	869	—	6,238	—	130,341	169,906	15,916	316,163
Scottish Area	86,832	128,856	—	—	—	228	—	—	86,832	129,084	7,626	223,542
London Midland and Scottish	717,941	904,419	—	169	3,412	298	28,651	—	750,004	904,886	88,981	1,743,871
Western Area	396,270	477,485	—	—	3,167	234	24,909	—	424,346	477,719	51,877	953,942
Midland Area	189,910	293,625	—	169	—	—	3,742	—	193,652	293,794	26,168	513,614
Northern Area	131,761	133,309	—	—	245	64	—	—	132,006	133,373	10,936	276,315
Southern..	282,257	154,384	—	—	—	—	53,818	—	336,075	154,384	25,867	516,326
Cheshire Lines Committee* ..	20,216	22,683	—	—	—	—	—	—	20,216	22,683	1,178	44,077
Metropolitan	2,624	3,063	3,635	75	—	—	27,437	—	33,696	3,138	711	37,545
Midland & G.N. Joint.. ..	8,144	8,710	—	—	—	—	—	—	8,144	8,710	396	17,250
Great Britain .. .. { 1926	1,867,028	2,166,869	4,496	647	11,848	717	208,827	—	2,092,199	2,168,233	202,802	4,463,234
{ 1925	*2,042,942*	*3,192,753*	*4,479*	*1,265*	*13,252*	*519*	*209,736*	—	*2,270,459*	*3,194,537*	*232,211*	*5,697,207*

* Worked by engines owned by the London and North Eastern and London Midland and Scottish Railways who also include in their figures particulars of the hours "in traffic."

TABLE VI.—TRAIN MILES PER HOUR—AUGUST, 1926.

Railway Company.	Steam Engines.				Rail Motors.		Electric Locomotives.				Electric Motor Vehicles.		Total.			
	Coaching.		Freight.		Coaching.		Coaching.		Freight.		Coaching.		Coaching.		Freight.	
	Per Train Hour.	Per Engine Hour.	Per Train Hour.	Per Engine Hour.	Per Train Hour.	Per Engine Hour.	Per Train Hour.	Per Engine Hour.	Per Train Hour.	Per Engine Hour.	Per Train Hour.	Per Engine Hour.	Per Train Hour.	Per Engine Hour.	Per Train Hour.	Per Engine Hour.
Great Western	13·61	10·58	9·24	3·31	9·50	9·44	—	—	—	—	—	—	13·53	10·56	9·24	3·31
London and North Eastern ..	13·42	10·36	9·06	3·49	11·77	11·77	—	—	11·57	1·46	12·80	12·69	13·40	10·40	9·06	3·49
Southern Area	13·05	10·06	8·18	3·44	10·91	10·91	—	—	—	—	12·27	11·77	13·04	10·07	8·18	3·44
North Eastern Area ..	14·24	11·08	10·81	3·36	12·55	12·55	—	—	11·57	1·46	12·94	12·94	14·14	11·18	10·82	3·36
Scottish Area	13·60	10·47	10·21	3·81	—	—	—	—	—	—	—	—	13·60	10·47	10·21	3·80
London Midland and Scottish ..	13·44	9·79	8·72	3·64	8·12	8·12	—	—	—	—	16·74	16·30	13·57	10·03	8·72	3·63
Western Area	13·37	9·45	8·13	3·20	8·38	8·38	—	—	—	—	17·13	16·64	13·62	9·87	8·13	3·20
Midland Area	13·20	10·26	8·31	3·79	—	—	—	—	—	—	14·19	14·04	13·22	10·34	8·31	3·79
Northern Area	14·02	10·10	11·69	4·85	4·78	4·78	—	—	—	—	—	—	13·99	10·09	11·68	4·85
Southern	15·20	10·85	9·45	2·93	—	—	—	—	—	—	18·91	18·85	15·98	12·13	9·45	2·93
Cheshire Lines Committee ..	12·24	9·75	9·27	4·28	—	—	—	—	—	—	—	—	12·24	9·75	9·27	4·28
Metropolitan	14·35	10·31	7·27	3·30	—	—	11·13	9·38	7·35	5·29	15·46	15·11	14·98	14·12	7·27	3·34
Midland and G.N. Joint ..	12·55	11·68	7·45	3·97	—	—	—	—	—	—	—	—	12·55	11·68	7·45	3·97
Great Britain {1926	13·71	10·26	8·92	3·45	9·33	9·30	11·65	8·98	9·40	1·53	16·49	16·32	14·03	10·85	8·92	3·45
1925	*13·86*	*10·41*	*8·58*	*3·46*	*9·76*	*9·75*	*11·47*	*9·18*	*11·80*	*4·76*	*16·30*	*16·13*	*14·11*	*10·93*	*8·58*	*3·46*

TABLE VII.—Total wagon-miles, wagons per train, and wagon-miles per engine hour.

Railway Company.	Number of Wagon-Miles.					Wagons Per Train.			Wagon-Miles Per :—		
	Loaded.	Per-centage of Total.	Empty.	Per-centage of Total.	Total.	Loaded.	Empty.	Total.	Train Engine Hour.	Shunting Hour.	Engine Hour.
Great Western	32,597,404	71·71	12,861,625	28·29	45,459,029	24·86	9·81	34·67	265·11	202·62	114·84
London and North Eastern ..	53,953,513	70·43	24,752,737	29·57	83,706,250	25·22	10·59	35·81	281·41	224·47	124·87
Southern Area	33,525,999	71·25	13,528,867	28·75	47,054,866	26·27	10·60	36·87	259·69	247·42	126·70
North Eastern Area ..	15,545,290	67·22	7,580,372	32·78	23,125,662	27·25	13·28	40·53	387·03	209·94	136·11
Scottish Area	9,882,224	73·06	3,643,498	26·94	13,525,722	20·13	7·42	27·55	239·36	186·37	104·78
London Midland and Scottish ..	83,672,889	75·49	27,165,934	24·51	110,838,823	25·45	8·26	33·71	246·94	243·14	122·49
Western Area	41,000,730	75·78	13,106,270	24·22	54,107,000	26·86	8·58	35·44	232·28	221·04	113·26
Midland Area	28,925,630	76·48	8,895,175	23·52	37,820,805	25·96	7·98	33·94	248·25	267·39	128·73
Northern Area	13,746,529	72·69	5,164,489	27·31	18,911,018	21·24	7·98	29·22	296·71	271·57	141·79
Southern	10,962,587	70·86	4,509,067	29·14	15,471,654	24·23	9·96	34·19	263·90	161·57	100·22
Cheshire Lines Committee ..	2,171,002	74·85	729,587	25·15	2,900,589	22·34	7·51	29·85	252·58	259·00	127·87
Metropolitan	150,700	67·83	71,464	32·17	222,164	14·36	6·81	21·17	141·87	141·33	70·80
Midland & G.N. Joint ..	716,499	72·86	266,929	27·14	983,428	20·74	7·73	28·47	204·63	251·90	112·91
Great Britain {1926	187,774,760	72·82	70,094,943	27·18	257,869,703	25·09	9·37	34·46	260·01	219·19	118·93
1925	*255,022,063*	*66·57*	*128,069,889*	*33·43*	*383,091,952*	*23·08*	*11·59*	*34·67*	*251·20*	*229·47*	*119·92*

TABLE VIII.—Total ton-miles, average wagon and train loads, and ton-miles per engine hour—August, 1926.

Railway Company.	Ton-Miles.						
	General Merchandise (including Live Stock).		Coal, Coke and Patent Fuel.		Other Minerals.		Total.
	No.	Per cent.	No.	Per cent.	No.	Per cent.	
Great Western	**62,509,496**	**45·64**	**42,823,743**	**31·27**	**31,620,763**	**23·09**	**136,954,002**
Western Area	25,471,018	49·13	14,922,070	28·78	11,452,817	22·09	51,845,905
Midland Area	21,856,189	43·29	13,929,087	27·47	14,828,271	29·24	50,713,547
South Wales Area.. ..	15,082,289	43·85	13,972,586	40·62	5,339,675	15·53	34,394,550
London and North Eastern ..	**123,781,160**	**53·40**	**51,184,560**	**22·08**	**56,839,318**	**24·52**	**231,805,038**
Southern Industrial Area ..	40,471,371	52·95	17,260,317	22·58	18,697,431	24·47	76,429,119
Southern Agricultural Area	24,658,105	52·63	8,188,916	17·48	14,003,927	29·89	46,850,948
North Eastern Area ..	35,441,179	53·58	14,093,142	21·31	16,610,500	25·11	66,144,821
Southern Scottish Area ..	21,651,839	53·98	11,205,378	27·94	7,252,540	18·08	40,109,757
Northern Scottish Area ..	1,558,666	68·68	436,807	19·24	274,920	12·11	2,270,393
London Midland and Scottish	**167,042,830**	**48·02**	**91,767,426**	**26·38**	**89,059,238**	**25·60**	**347,869,494**
Western Area, South ..	41,324,963	45·18	21,089,957	23·06	29,057,677	31·76	91,472,597
Western Area, North ..	38,046,068	43·86	27,217,314	31·38	21,483,421	24·76	86,746,803
Midland Area	57,159,387	50·32	27,346,197	24·08	29,081,712	25·60	113,587,296
Northern Area, South ..	21,860,000	53·12	11,062,408	26·88	8,229,201	20·00	41,151,609
Northern Area, North ..	8,652,412	58·03	5,051,550	33·88	1,207,227	8·09	14,911,189
Southern	**23,298,403**	**51·64**	**9,180,713**	**20·35**	**12,633,888**	**28·01**	**45,113,004**
Cheshire Lines Committee ..	4,775,933	49·09	1,699,047	17·47	3,253,657	33·44	9,728,637
Metropolitan	180,755	50·73	68,656	19·27	106,869	30·00	356,280
Midland & G.N. Joint ..	1,472,611	55·56	426,778	16·10	751,004	28·34	2,650,393
Great Britain {1926	**386,938,868**	**49·39**	**199,256,862**	**25·43**	**197,251,427**	**25·18**	**783,447,157**
1925	*424,188,995*	*31·67*	*643,435,678*	*48·05*	*271,651,066*	*20·28*	*1,339,275,739*

Railway Company.	Average Wagon Load.				Average Train Load.	Net Ton-Miles Per :—		Engine Hour.
	General Merchandise, (including Live Stock).	Coal, Coke and Patent Fuel.	Other Minerals.	Total.		Train Engine Hour (including Assisting and Light).	Shunting Hour (by Train Engines and Shunting Engines).	
	Tons.	Tons.	Tons.	Tons.	Tons.			
Great Western	**2·59**	**9·49**	**8·37**	**4·22**	**103·97**	**791·39**	**610·79**	**344·73**
Western Area	2·33	9·44	8·25	3·73	102·15	806·28	659·40	362·74
Midland Area	2·44	9·01	8·49	4·12	102·93	807·62	770·98	394·44
South Wales Area.. ..	3·59	10·07	8·33	5·52	108·50	748·37	430·90	273·45
London and North Eastern ..	**2·76**	**9·17**	**8·76**	**4·07**	**103·36**	**802·43**	**638·64**	**355·62**
Southern Industrial Area..	2·58	9·21	8·53	3·87	112·49	743·46	701·62	360·97
Southern Agricultural Area	2·75	9·08	8·50	4·07	93·58	674·93	672·68	336·90
North Eastern Area ..	2·86	9·25	9·65	4·23	117·21	1,122·41	607·76	394·27
Southern Scottish Area ..	2·99	9·10	8·15	4·29	88·80	753·22	575·83	326·34
Northern Scottish Area ..	2·58	8·23	6·81	3·25	48·72	507·69	384·88	218·92
London Midland and Scottish	**2·74**	**8·57**	**8·37**	**4·23**	**108·57**	**798·57**	**720·76**	**394·78**
Western Area, South ..	2·87	8·78	8·44	4·52	131·66	1,030·74	1,096·06	531·20
Western Area, North ..	2·77	8·30	8·56	4·45	112·15	634·56	550·77	294·85
Midland Area	2·63	8·59	8·24	3·99	106·02	780·77	819·88	399·92
Northern Area, South ..	2·95	8·68	8·24	4·25	92·65	886·79	786·12	416·71
Northern Area, North ..	2·33	8·98	7·74	3·37	67·71	815·76	1,088·09	466·22
Southern	**2·72**	**8·01**	**8·39**	**4·03**	**96·31**	**733·64**	**471·13**	**286·89**
Cheshire Lines Committee ..	3·09	9·03	8·71	4·61	103·21	864·92	868·71	433·40
Metropolitan	2·37	9·40	8·37	3·70	45·40	349·98	568·23	216·58
Midland & G.N. Joint ..	2·52	8·76	8·66	3·68	78·78	613·66	682·39	323·10
Great Britain {1926	**2·72**	**8·88**	**8·49**	**4·17**	**104·70**	**790·19**	**688·43**	**362·11**
1925	*2·79*	*9·03*	*8·57*	*5·25*	*121·20*	*878·10*	*802·64*	*419·17*

TABLE IX (a).—Steam Locomotives, Electric Locomotives, Steam and Petrol Rail Motors, in Traffic.—August, 1926.

Railway Company.	Average number in Stock on weekdays.	Average Stock available for use on weekdays.		Average number in use (all services) on weekdays.			Maximum number in use (all services) on any one day.			Engine Hours "In Traffic" per day per—			Engine Miles per day per—		
		Number.	Per cent. of Stock.	Number.	Per cent. of Stock.	Per cent. of average number available.	Number.	Per cent. of Stock.	Per cent. of average number available.	Engine in Stock.	Engine in use.		Engine in Stock.	Engine in use.	
										Weekdays.	Weekdays.	Sundays.	Weekdays.	Weekdays.	Sundays.
Steam Locomotives.															
Great Western	4,048	3,049	75·32	2,220	54·84	72·81	2,315	57·19	75·93	6·74	12·28	10·19	59·03	107·65	117·90
London and North Eastern ..	7,448	5,656	75·94	4,028	54·09	71·22	4,275	57·46	75·58	6·33	11·71	9·58	55·66	102·92	105·28
London Midland and Scottish	10,143	7,535	74·29	5,637	55·58	74·81	5,947	58·63	73·92	6·30	11·33	8·67	55·74	100·29	100·23
Southern	2,159	1,591	73·69	1,461	67·67	91·83	1,553	71·93	97·61	7·75	11·45	9·45	78·68	116·27	114·27
Metropolitan	38	25	65·79	16	42·11	64·00	19	50·00	76·00	5·99	14·22	8·84	53·63	127·36	104·44
Midland and G.N. Joint ..	98	78	79·71	65	66·64	83·60	80	81·63	102·41	6·77	10·16	—	61·82	92·77	—
Great Britain .. .. {1926	24,131	18,092	74·97	13,552	56·16	74·91	14,325	59·36	79·18	6·52	11·62	9·30	58·31	103·83	106·94
{1925	*24,179*	*18,334*	*75·83*	*16,964*	*70·16*	*92·53*	*17,777*	*73·52*	*96·96*	*8·43*	*12·01*	*9·21*	*72·54*	*103·40*	*103·50*
Electric Locomotives.															
London and North Eastern ..	13	11	84·62	1	7·38	8·73	1	7·69	9·09	1·20	16·23	—	6·98	94·55	—
London Midland and Scottish	3	3	100·00	3	95·00	95·00	3	100·00	100·00	3·96	4·17	—	19·71	20·74	—
Southern	2	2	100·00	2	100·00	100·00	2	100·00	100·00	2·69	2·69	—	2·54	2·54	—
Central London	2	1	50·00	1	50·00	100·00	1	50·10	100·00	1·94	3·83	—	9·79	19·58	—
City and South London ..	3	2	66·67	1	16·67	25·00	2	66·67	100·00	0·31	1·85	3·00	2·23	13·38	22·00
Metropolitan	21	16	76·19	14	68·86	90·38	16	76·19	100·00	6·35	9·22	9·37	69·09	100·34	123·80
Metropolitan District ..	9	9	100·00	6	67·56	67·56	8	88·89	88·89	3·43	5·08	4·60	47·09	69·71	61·00
Great Britain .. .. {1926	53	44	83·02	28	52·55	63·30	33	62·26	75·00	3·81	7·25	7·39	38·79	73·82	97·18
{1925	*54*	*41*	*75·93*	*30*	*56·33*	*74·20*	*37*	*68·52*	*90·24*	*4·18*	*7·42*	*7·33*	*42·10*	*74·73*	*98·38*
Steam Rail Motors.															
Great Western	53	37	69·81	17	32·08	45·95	21	39·62	56·22	3·93	12·26	6·53	37·15	115·83	63·87
London and North Eastern ..	7	7	26·71	2	33·00	34·12	3	42·86	44·31	3·86	10·71	10·75	47·41	143·66	141·38
London Midland and Scottish	27	21	77·22	8	29·63	38·37	9	33·33	43·17	4·82	16·28	6·20	39·10	131·96	43·73
Nidd Valley	1	1	100·00	1	100·00	100·00	1	100·00	100·00	9·00	9·00	—	60·00	60·00	—
Great Britain .. .. {1926	90	67	74·02	29	31·84	43·02	35	38·89	52·54	4·20	13·18	7·29	38·36	120·26	72·24
{1925	*91*	*56*	*61·45*	*35*	*38·37*	*62·45*	*41*	*45·05*	*73·32*	*4·92*	*12·81*	*7·75*	*47·67*	*123·97*	*88·00*

Petrol Rail Motors and Locomotives.

London and North Eastern ..	7	6	85·71	4	61·00	71·17	6	85·71	100·00	6·12	10·03	7·00	58·46	95·84	141·33
London Midland and Scottish ..	4	4	100·00	1	27·00	27·00	2	50·00	50·00	2·34	8·66	—	12·48	46·22	—
Southern	6	6	100·00	2	33·33	33·33	4	66·67	66·67	2·44	7·33	6·40	5·66	16·98	14·80
Kent & East Sussex	4	4	100·00	4	100·00	100·00	4	100·00	100·00	12·00	12·00	—	94·77	94·77	—
Shropshire and Mont. Lt. ..	2	2	100·00	2	81·00	81·00	2	100·00	100·00	8·00	9·90	—	84·46	104·57	—
Weston Clevedon & P. Lt. ..	2	2	100·00	1	25·00	25·00	1	50·00	50·00	3·12	12·46	4·00	37·04	148·15	32·00
Great Britain 1926	26	25	96·15	14	52·12	54·20	20	76·92	80·00	5·28	10·14	6·83	42·99	82·48	73·11
1925	*25*	*22*	*88·00*	*13*	*50·64*	*57·55*	*18*	*72·00*	*81·82*	*4·75*	*9·38*	*6·94*	*39·09*	*77·18*	*24·00*

TABLE IX (b).—Electric Motor Vehicles in Traffic.—August, 1926.

Railway Company.	Average number in Stock on weekdays.	Average Stock available for use on weekdays.		Average number in use (all services) on weekdays.			Maximum number in use (all services) on any one day.			Motor Vehicle Car Hours "In Traffic" per day per—			Motor Vehicle Car Miles per day per—		
		Number.	Per cent. of Stock.	Number.	Per cent. of Stock.	Per cent. of average number available.	Number.	Per cent. of Stock.	Per cent. of average number available.	Vehicle in Stock.	Vehicle in use.		Vehicle in Stock.	Vehicle in use.	
										Weekdays.	Weekdays.	Sundays.	Weekdays.	Weekdays.	Sundays.
London and North Eastern ..	87	73	83·91	67	76·76	91·41	77	88·51	105·48	8·60	11·21	6·88	110·76	144·41	89·14
London Midland and Scottish	249	206	82·73	190	76·31	92·23	195	78·31	94·66	7·83	10·26	11·42	132·55	173·71	189·63
Southern	572	506	88·46	429	75·00	84·78	432	75·52	85·38	9·30	12·39	14·51	170·75	227·66	291·92
Central London	87	60	68·97	51	58·48	84·80	57	65·52	95·00	6·04	10·32	12·49	95·65	163·54	204·00
City & South London ..	43	40	93·02	25	57·86	62·20	28	65·12	70·00	6·92	11·95	9·59	109·05	188·48	160·49
Liverpool Overhead	44	40	90·91	26	59·09	65·00	30	68·18	75·00	4·85	8·21	—	63·07	106·74	—
London Electric	320	283	88·44	213	66·44	75·13	224	70·00	79·15	7·73	11·63	9·30	118·84	173·85	143·05
Mersey..	28	25	89·14	18	64·57	72·44	20	71·43	80·13	5·54	8·58	5·10	72·38	112·09	61·33
Metropolitan	207	162	78·26	152	73·43	93·83	161	77·78	99·38	8·20	11·16	8·71	123·78	168·57	143·21
Metropolitan District ..	272	238	87·50	214	78·78	90·03	223	81·99	93·70	8·84	11·22	10·30	138·86	176·27	164·28
Great Britain .. 1926	1,909	1,633	85·54	1,384	72·52	84·78	1,447	75·80	88·61	8·27	11·40	11·17	135·96	187·47	196·32
1925	*1,694*	*1,459*	*86·13*	*1,315*	*77·61*	*90·11*	*1,384*	*81·70*	*94·86*	*9·17*	*11·82*	*11·00*	*150·75*	*194·24*	*191·46*

The figures in tables IX (a) and IX (b) include locomotives, etc., engaged exclusively on Departmental services.

TABLE X.—Number of "Shunting Miles" and "Other Miles" (excluding Departmental) per 100 train miles, Steam Locomotives.—August, 1926.

Railway Company.	Shunting Miles per 100 train miles.		"Other" Miles.					
			"Assisting required" miles per 100 train miles.		"Assisting not required" miles per 100 train miles.		"Light" miles per 100 train miles.	
	Coaching.	Freight.	Coaching.	Freight.	Coaching.	Freight.	Coaching.	Freight.
Great Western	6·57	85·53	0·90	2·71	0·51	0·38	4·41	10·69
London and North Eastern..	6·46	79·66	1·18	1·32	0·25	0·17	6·10	12·66
Southern Area	6·62	74·70	0·58	0·92	0·25	0·22	5·71	14·22
North Eastern Area ..	7·06	95·92	0·84	0·83	0·09	0·12	5·80	10·60
Scottish Area	5·01	73·70	3·81	2·91	0·47	0·09	7·92	11·02
London Midland and Scottish	9·18	69·29	3·38	4·02	1·48	0·81	7·48	14·04
Western Area	10·50	80·13	3·46	3·86	1·64	0·85	7·70	19·56
Midland Area	7·49	63·36	2·36	3·87	1·24	1·01	5·30	9·15
Northern Area	7·95	53·90	4·65	4·64	1·37	0·35	10·05	9·43
Southern	8·09	106·03	0·41	0·87	0·52	1·15	6·57	19·66
Cheshire Lines Committee ..	7·76	57·63	0·11	0·69	0·01	0·21	6·79	11·04
Metropolitan	10·15	77·11	—	—	0·37	0·05	13·92	21·47
Midland & G.N. Joint ..	1·66	57·17	0·10	0·12	0·29	0·12	2·64	4·48
Great Britain .. 1926	7·71	78·58	1·81	2·73	0·79	0·56	6·37	13·32
1925	*7·42*	*75·56*	*1·87*	*4·49*	*0·82*	*0·59*	*6·27*	*12·19*

TABLE XI.—Consumption of Coal and Lubricating Oil.—August, 1926.

Railway Company.	Pounds of coal consumed per engine mile.				Pints of lubricating oil used per 100 engine miles.			
	Passenger service.	Freight service.	Shunting by shunting engines.	All services.	Passenger service.	Freight service.	Shunting by shunting engines.	All services.
Steam Locomotives.*								
Great Western	44·12	53·85	29·31	45·31	6·58	7·21	5·26	6·61
London and North Eastern ..	54·16	63·21	37·03	54·61	7·93	8·03	4·80	7·52
London Midland and Scottish	53·14	59·81	44·27	54·70	7·18	7·04	6·66	7·07
Southern	44·97	54·80	33·03	45·92	7·44	8·98	6·29	7·65
Metropolitan	49·39	59·93	43·08	53·76	7·18	8·27	8·08	7·64
Midland & G.N. Joint ..	48·82	51·32	44·99	49·34	7·36	7·38	4·72	7·20
Great Britain .. 1926	50·46	59·33	37·69	51·84	7·32	7·53	5·77	7·21
1925	*47·36*	*60·76*	*33·54*	*51·28*	*7·09*	*7·66*	*5·71*	*7·13*
Steam Rail Motors.								
Great Western	25·68	26·67	—	25·68	4·31	4·17	—	4·31
London and North Eastern ..	8·95	—	—	8·95	4·38	—	—	4·38
London Midland and Scottish	36·95	38·29	—	36·98	7·66	4·79	—	7·60
Nidd Valley	18·28	—	—	18·28	4·51	—	—	4·51
Great Britain .. 1926	27·09	34·05	—	27·16	5·29	4·56	—	5·28
1925	*24·44*	*23·16*	—	*24·43*	*4·54*	*4·04*	—	*4·54*

* The figures relative to the London and North Eastern Railway include a proportion of other (or mixed) fuel.

TABLE XII.—ELECTRICITY used by Stock working over the Electrified Track owned or leased by the Undermentioned Companies—Direct Current System. Lubricating Oil used on Electrical Stock operated by the Undermentioned Companies—August, 1926.

Railway Company.	Low tension Units of Electricity used for traction purposes per :—						Pints of Oil used for lubricating purposes per :—					
	Engine mile.		Motor Vehicle mile.	1,000 gross ton-miles.			1,000 Engine miles.		1,000 Motor Vehicle miles.	100,000 gross ton-miles.		
	Electric Locomotives.		Motor Vehicles.	Electric Locomotives.		Motor Vehicles.	Electric Locomotives.		Motor Vehicles.	Electric Locomotives.		Motor Vehicles.
	Passenger.	Freight.	Passenger.	Passenger.	Freight.	Passenger.	Passenger.	Freight.	Passenger.	Passenger.	Freight.	Passenger.
Great Western	—	—	**4·45**	—	—	**84·16**	—	—	—	—	—	—
London and North Eastern ..	—	**3·44**	**3·37**	—	**106·21**	**66·59**	—	**16·10**	**27·95**	—	**49·65**	**55·17**
Southern Area—Trams ..	—	—	1·43	—	—	87·10	—	—	2·21	—	—	13·39
North Eastern Area	—	3·44	3·53	—	106·21	66·07	—	16·10	30·07	—	49·65	56·22
London Midland and Scottish	**12·75**	**2·87**	**6·67**	**95·89**	—	**82·66**	—	**5·49**	**21·42**	—	—	**23·27**
Western Area—	—	*2·80	6·93	—	—	82·31	—	*5·73	21·42	—	—	23·27
London District	—	—	9·27	—	—	84·28	—	—	32·48	—	—	29·07
Liverpool, Southport, Crossens and Ormskirk ..	—	—	6·63	—	—	87·93	—	—	13·47	—	—	17·65
Manchester, Bury and Holcombe Brook	—	*2·80	5·07	—	—	69·98	—	*5·73	8·38	—	—	11·56
† Queens Park & Watford ..	—	—	3·82	—	—	71·14	—	—	—	—	—	—
Midland Area—	12·75	4·57	4·63	95·89	—	87·03	—	—	—	—	—	—
London, Tilbury & Southend Section	12·75	—	4·63	95·89	—	87·03	—	—	—	—	—	—
West India Dock	—	4·57	—	—	—	—	—	—	—	—	—	—
Southern	—	***3·35**	**3·77**	—	—	**64·72**	—	—	**3·36**	—	—	**5·79**
Southern (East London Section)	—	—	**3·34**	—	—	**98·09**	—	—	—	—	—	—
Central London	*12·75	—	4·83	—	—	93·39	*3·93	—	4·08	—	—	7·87
City & South London	*3·69	—	5·81	—	—	101·75	*5·97	—	8·87	—	—	14·19
Hammersmith & City ..	5·62	—	8·34	42·09	—	96·92	—	—	—	—	—	—
Liverpool Overhead	—	—	2·81	—	—	122·03	—	—	3·33	—	—	14·44
London Electric	—	—	6·31	—	—	104·18	—	—	7·15	—	—	12·24
Mersey	—	—	7·33	—	—	103·13	—	—	13·10	—	—	18·44
Metropolitan	7·59	9·33	7·29	44·99	80·35	90·91	8·88	8·88	11·95	5·29	5·29	14·35
Metropolitan & District Joint ..	12·75	—	7·98	86·62	—	137·06	—	—	—	—	—	—
Metropolitan District	12·75	—	5·89	91·01	—	110·74	8·42	—	8·43	6·03	—	16·12
West London	—	—	9·63	—	—	85·92	—	—	—	—	—	—
Whitechapel & Bow Joint ..	12·75	—	6·13	86·52	—	114·34	—	—	—	—	—	—
Great Britain .. {1926	**8·80**	**4·29**	**5·28**	**55·07**	**110·49**	**84·08**	**8·72**	**12·36**	**8·79**	**5·48**	**30·65**	**13·99**
1925	*8·77*	*13·06*	*5·50*	*54·09*	*26·11*	*85·40*	*8·99*	*47·39*	*9·05*	*5·56*	*9·45*	*14·07*

ELECTRICITY delivered from Generating Stations for Passenger Traction Purposes—Single phase Alternating Current System.

Railway Company.	High tension Units of Electricity delivered per :—		Pints of Oil used for lubricating purposes per :—	
	Motor Vehicle mile.	1,000 gross ton-miles.	1,000 Motor Vehicle miles.	100,000 gross ton-miles.
London Midland and Scottish Midland Area (Heysham, Morecambe and Lancaster).	**3·32**	**44·17**	**17·71**	**23·55**
Southern	**10·20**	**78·15**	**12·30**	**9·42**
Great Britain .. {1926	**9·95**	**77·44**	**12·49**	**9·72**
1925	*9·47*	*76·10*	*15·48*	*12·44*

† Joint with London Electric. * Departmental working.

TABLE XIII.—PARCELS and Miscellaneous Traffic charged at Passenger Train Rates.—August, 1926.

Railway on which Traffic originated.	Total Parcels forwarded.			Newspapers.	Horses.			Milk.			Meat.		
	Number.	Receipts.		Receipts.	Trucks.	Receipts.		Gallons.	Receipts.		Tons.	Receipts.	
		Gross.	Per Parcel.	Gross.		Gross.	Per Truck.		Gross.	Per Gallon.		Gross.	Per Ton.
		£	d.	£		£	£		£	d.		£	£
Great Western	949,214	94,971	24·01	27,328	4,525	9,230	2·17	6,376,907	39,082	1·47	542	1,586	2·93
Western Area	579,831	57,306	23·73	23,296	2,495	6,542	2·62	4,180,620	25,791	1·47	333	973	2·92
Midland Area	237,855	23,754	23·97	1,060	1,270	2,158	1·70	1,588,921	10,115	1·52	110	370	3·36
South Wales Area	131,728	13,911	25·34	2,972	760	1,139	1·50	576,388	3,207	1·33	99	243	2·45
London and North Eastern	1,534,435	156,527	24·48	31,655	6,339	12,863	2·03	3,346,983	19,037	1·36	1,066	4,703	4·33
Southern Industrial Area	536,535	65,338	29·74	16,811	1,078	1,908	1·77	876,221	5,041	1·38	119	443	3·72
Southern Agricultural Area	346,228	31,810	22·02	5,933	1,876	5,942	3·17	1,380,693	7,952	1·38	336	1,084	3·23
North Eastern Area	313,296	32,237	24·71	4,434	2,329	3,177	1·49	789,222	4,209	1·28	112	284	2·54
Southern Scottish Area	224,961	20,336	21·70	3,987	704	1,173	1·67	239,259	1,525	1·53	243	1,081	4·45
Northern Scottish Area	63,015	6,786	28·85	690	352	663	1·09	61,488	310	1·21	276	1,811	6·56
London Midland and Scottish	2,236,445	216,320	23·43	52,463	5,638	9,404	1·62	6,620,774	33,228	1·42	900	3,246	3·72
Western Area, South	613,297	73,024	28·58	24,844	2,181	4,553	2·09	2,069,686	12,137	1·45	166	711	4·28
Western Area, North	693,197	57,694	19·97	21,953	1,031	1,332	1·29	1,050,064	4,914	1·12	253	682	2·70
Midland Area	548,155	48,290	21·22	1,533	1,298	1,542	1·19	2,718,176	16,898	1·47	131	343	2·62
Northern Area, South	389,163	27,400	22·74	3,115	629	1,124	1·68	792,514	5,297	1·60	220	854	3·79
Northern Area, North	94,663	11,912	30·20	1,018	449	901	1·39	90,334	284	1·35	130	776	5·97
Southern	691,701	64,130	22·25	21,130	2,702	5,120	1·90	3,237,150	19,097	1·42	1,103	3,126	2·83
Great Britain 1926	5,634,369	551,369	23·49	133,536	19,735	37,746	1·91	20,243,403	123,600	1·44	3,710	13,023	3·51
1925	*5,750,554*	*555,468*	*23·77*	*140,663*	*21,865*	*41,559*	*1·89*	*23,184,953*	*138,864*	*1·44*	*6,138*	*19,256*	*3·37*

Railway on which Traffic originated.	Fish at Div. 2 Rates.			Fish at Div. 3 Rates.			Fruit and Vegetables (not hothouse).			Game, Rabbits, Butter, Cream, Eggs and Margarine.			Other Parcels and Miscellaneous Traffic.	Total Receipts.	
	Tons.	Receipts.		Tons.	Receipts.		Tons.	Receipts.		Tons.	Receipts.		Receipts. Gross.	1926.	*1925.*
		Gross.	Per Ton.		Gross.	Per Ton.		Gross.	Per Ton.		Gross.	Per Ton.			
		£	£		£	£		£	£		£	£	£	£	£
Great Western	65	345	5·31	5,210	16,982	3·26	2,082	7,550	3·66	500	2,730	4·63	20,775	221,166	*231,192*
Western Area	32	130	4·06	963	3,578	3·71	515	1,940	3·77	393	1,883	4·72	14,413	138,791	*133,767*
Midland Area	—	—	—	4	8	2·00	1,405	5,302	3·82	85	319	3·75	4,107	47,253	*50,990*
South Wales Area	33	215	6·52	4,241	13,396	3·16	142	348	1·75	112	538	4·98	2,255	35,154	*46,435*
London and North Eastern	214	1,052	4·92	25,421	81,764	3·22	3,564	10,671	2·96	337	1,576	4·66	36,793	358,681	*362,432*
Southern Industrial Area	40	163	4·08	10,272	33,460	3·26	724	1,747	2·41	60	212	3·53	8,023	133,748	*139,371*
Southern Agricultural Area	72	291	4·04	683	1,715	2·51	1,436	4,981	3·46	76	317	4·17	13,339	73,364	*73,444*
North Eastern Area	58	320	5·71	10,289	30,137	2·93	1,305	3,479	2·89	98	351	4·08	8,715	87,683	*85,963*
Southern Scottish Area	32	193	6·03	1,105	3,234	2·93	206	437	2·12	69	371	5·38	6,790	39,127	*40,416*
Northern Scottish Area	14	85	6·07	3,092	13,238	4·28	11	27	2·45	48	325	7·07	1,324	24,979	*23,236*
London Midland and Scottish	297	1,050	5·07	6,812	19,046	2·80	2,660	10,705	4·05	778	3,500	4·50	44,264	401,446	*455,000*
Western Area, South	11	54	4·91	493	1,347	2·73	662	3,425	5·17	347	1,400	4·03	15,888	137,385	*149,107*
Western Area, North	65	174	2·68	1,340	3,337	2·49	540	1,084	2·01	113	376	3·33	11,687	103,233	*107,929*
Midland Area	1	3	3·00	45	71	1·58	806	3,252	4·03	141	612	4·34	8,125	80,407	*87,374*
Northern Area, South	19	110	5·79	2,179	3,728	1·71	224	759	3·39	125	650	5·20	6,429	49,444	*57,665*
Northern Area, North	111	709	6·39	2,755	10,563	3·83	428	2,205	5·15	52	462	8·88	2,135	30,967	*33,025*
Southern	59	187	3·17	817	1,689	2·04	5,470	15,837	2·90	278	975	3·51	46,160	177,440	*188,329*
Great Britain 1926	577	2,760	4·78	38,500	120,154	3·12	14,066	45,969	3·27	2,138	9,354	4·38	154,442	1,192,035	
1925	*857*	*4,310*	*5·03*	*40,403*	*121,094*	*3·00*	*16,071*	*51,946*	*3·23*	*1,914*	*8,038*	*4·20*	*174,504*		*1,250,432*

The receipts shown are for the throughout Journey, and do not represent the amounts accruing to the Company on whose line the traffic originated.

EXPLANATORY NOTES

The figures in the various tables relate to Standard Gauge Railways only.

THE PRINCIPAL STATISTICS RELATING TO THE GREAT WESTERN, LONDON AND NORTH EASTERN, AND LONDON MIDLAND AND SCOTTISH COMPANIES HAVE BEEN RENDERED SEPARATELY FOR THE FOLLOWING SUB-DIVISIONS :—

GREAT WESTERN.

London to the West of England. (South of a line drawn from London through Ashendon Junction, Bletchington, Yarnton, Fairford, Swindon and Pilning Junction.)

Midlands and North Wales. (North of a line drawn through Ashendon Junction, Bletchington, Yarnton, Fairford, Monmouth, Troy, Hay, Red Hill Junction, Pontsticill, Brecon, and Pencader.)

South Wales. (North of main line Beachley Junction to Milford Haven and south of a line drawn through Newcastle Emlyn, Pencader, Llandovery, Brecon, Pontsticill, Hay, Red Hill Junction, Monmouth, Troy, and Beachley Junction.)

LONDON AND NORTH EASTERN.

Southern Industrial Area. (Former Great Central and Great Northern systems, with the exception of those lines of the late Great Northern Railway east of Werrington Junction, Essendine Junction, Honington Junction and Lincoln, and south of Grimsby.)

Southern Agricultural Area. (Former Great Eastern system and those lines of the late Great Northern Railway east of Werrington Junction, Essendine Junction, Honington Junction and Lincoln, and south of Grimsby.

North Eastern Area. (Late North Eastern and Hull and Barnsley systems with the South Yorkshire Junction Railway, and the Great Central and Hull and Barnsley Joint Line.)

Southern Scottish Area. (Late North British system.)

Northern Scottish Area. (Late Great North of Scotland system, including traffic worked by the London and North Eastern engines over the line between Kinnaber Junction and Aberdeen.)

LONDON MIDLAND AND SCOTTISH.

Western Area, South. (Late L. & N.W. lines south of Chester, Weaver Junction, Northwich, and Parsley Hay, also Chester and Holyhead lines and late North London lines.)

Western Area, North. (Lines north of Chester, embracing late L. & N.W. lines north of Weaver Junction, Sandbach, Macclesfield, and Parsley Hay; also late Cleator and Workington Junction; Cockermouth, Keswick and Penrith; Dearne Valley; Furness; Knott End; Lancashire and Yorkshire; Maryport and Carlisle, and Wirral lines.)

Midland Area. (Late Midland; North Staffordshire; and Stratford-upon-Avon and Midland Junction Lines.)

Northern Area, South. (Carlisle to Stirling.)

Northern Area, North. (North of Stirling.)

Certain of the Statistics (including Engine Miles and Engine Hours and Wagon Miles by the Company's Engines) have been rendered for the Great Western system as a whole and for three areas in each of the London and North Eastern and the London Midland and Scottish systems.

PASSENGER JOURNEYS AND RECEIPTS.—The Passenger journeys represent the number of passengers (excluding Season-Ticket holders) originating on the Railways in Great Britain. Return tickets have been doubled, and children treated as adults.

The number of passengers originating and the corresponding receipts shown for "Great Britain excluding the London Tubes and Metropolitan District Railway" have been obtained by deducting the number of passengers originating on the Central London, City and South London, London Electric and Metropolitan District Railways. The passengers originating on the Whitechapel and Bow and Metropolitan and District Joint (City Lines and Extensions) Railways, the receipts for which are dealt with by the Metropolitan District Railway, have been excluded also.

The receipts for Great Britain, and also for the individual Companies, are the throughout receipts in respect of tickets issued, and no deductions have been made on account of refunded fares. Charges for sleeping berths, reservation of seats and compartments, rugs and pillows, saloons, and bedding for saloons, have not been included. In the case of traffic to or from Continental Ports and beyond, the receipts include the boat proportions to or from the Continental Ports where the passengers travelled on British railway-owned steamers; but where they travelled by steamers owned jointly by British Railways and Continental Companies, the boat proportions have been excluded. In the case of through bookings between places in Great Britain which include Boat or Coach proportions, the throughout fares have been included in the receipts, which also include the Boat and Irish Rail proportions in respect of passengers booked through to Ireland. Traffic originating and terminating on Railway Steamboats, *i.e.*, not involving any rail journey have been excluded.

The following rules have been followed in compiling the number of journeys and receipts under "Full Fares," "Reduced Fares," &c. :—

Full Fare bookings are those applicable to the ordinary travelling public, including children.

Reduced Fare Bookings cover all bookings (except Excursion and Week-end, and Workmen) issued at lower fares than those applicable to the ordinary travelling public, *e.g.*, Market tickets, Commercial Travellers' Week-end Tickets, Privilege Tickets, Sunday School treats, Cadets proceeding to Camp, &c., &c.

Excursion and Week-end bookings (except Commercial Travellers' Week-end) are those advertised at reduced fares, and include Cheap Day bookings by ordinary trains.

Government traffic charged at "Full Fares" and "Reduced Fares" has been included under the appropriate heading.

SEASON-TICKETS.—The receipts are the gross amounts in respect of tickets issued during the month, and money refunded has not been deducted.

PARCELS AND MISCELLANEOUS TRAFFIC.—The quantities represent the traffic originating on the railways in Great Britain.

The gross receipts are the amounts waybilled or stamped for the throughout journey, and, in the case of individual Companies, are not the amounts accruing to the Company on whose line the traffic originated. The receipts do not include cartage charges where that service is not included in the rate, but they include extra charges for "fragile" traffic, insurance, &c. In the case of traffic booked through to Ireland, the Boat and Irish Rail proportions have been included in the receipts.

FREIGHT RECEIPTS.—The receipts shown are the amounts accruing to individual Companies, and as far as possible they have been compiled in accordance with Account No. 10 of the First Schedule to the Railway Companies (Accounts and Returns) Act, 1911.

TONS.—The tonnage figures for individual companies include all freight traffic originating on or passing over their respective systems, *i.e.*, Local Forwarded, Foreign Forwarded, Foreign Received, and Through-Through Traffic. Freight which originated on one system and terminated on another has been included in the tonnage figures for each railway over which it was carried. Duplication has been eliminated from the figures for Great Britain, and they represent the total tonnage of freight traffic originating on railways in this country which was conveyed on revenue-earning trains, and also Cross-Channel traffic invoiced to interior stations on British Railways, each ton of freight being counted once only, irrespective of the number of railways over which it was carried.

"Free-hauled" traffic includes Companies' service materials conveyed without charges on Revenue-earning trains. Traffic conveyed on ballast trains or Departmental trains has been excluded, and also Companies' sheets, ropes, chains, packing, &c., which are regarded as part of the wagon equipment.

"General Merchandise" includes all traffic in Classes C., and 1 to 5 of the General Railway Classification. "Coal, Coke and Patent Fuel" includes coal, coke, patent fuel, slack, breeze, cannel, coal cinders and shale coal. "Other Minerals" includes traffic in Classes A. and B. of the General Railway Classification charged at rates noted for 4 tons or above, except as provided for under the head of "Coal, Coke and Patent Fuel."

TON-MILES.—The net ton-miles have been ascertained by multiplying the loaded wagon miles for (*a*) General Merchandise and Live Stock, (*b*) Coal, Coke and Patent Fuel, and (*c*) Other Minerals, by the respective average wagon loads for the three classes of traffic. For this purpose the average wagon loads have been obtained by dividing the total Forwarded and Received tonnage by the total number of loaded wagons forwarded and received. In the case of the large Companies, their systems have been divided into Areas, and the average wagon loads in each Area have been applied to the relative loaded Wagon-miles. The loaded Wagon-miles used are those worked "over the Company's system," irrespective of whether they are worked by the engines of the line-owning Company or not.

SELECTED TRAFFICS AT "S. to S." RATES.—The tonnage represents the Traffic originating on the railways in Great Britain. The Gross Receipts used for the purpose of ascertaining the Receipts per Ton are the amounts invoiced for the throughout journey, less "Paid-ons," and in the case of individual Companies are not the amounts accruing to the Company on whose line the traffic originated. Free-hauled traffic has been excluded.

TONS, RECEIPTS, AND RECEIPTS PER TON-MILE FOR SELECTED COMMODITIES.—The figures for individual Companies represent traffic originating on those railways, and the gross receipts are the amounts invoiced for the throughout journey, less "Paid-ons." Traffic conveyed by rail and water at throughout-rates has been excluded.

The receipts shown are based on the rates in operation during the selected periods.

The tons and receipts published have been rounded off to the nearest ton and £ but the receipts per ton-mile have been calculated on actual figures.

The distances are those on which traffics are chargeable, and include bonus mileage additions where these are in operation.

WAGON-MILES.—The figures represent the total loaded and empty miles of all wagons on trains worked by each railway company's engines, excluding ballast and departmental trains. Each wagon has been counted as one wagon, regardless of the capacity or ownership of the vehicle.

Brake vans working as brake vans with trains have been excluded from wagon-miles, but brake vans not required for safety purposes have been included as empty wagons.

The distances used are those taken for the purpose of compiling train-miles, bonus mileages being disregarded.

WAGON-MILES PER HOUR.—The hours used are those "In Traffic" and the Train Engine-Hours include "Loaded," "Empty," "Engine and Brake," and "Other Hours" (*i.e.*, Assisting Required, Assisting Not Required, and Light), but exclude Departmental.

ENGINE-MILES.—The information has been compiled in accordance with the instructions laid down in connection with Return XII. of the First Schedule to the Railway Companies (Accounts and Returns) Act, 1911, so far as they are applicable.

All mileage (other than Shunting and Ballasting) has been calculated on the actual distance worked, except that distances under 40 chains have been ignored and distances from 40 to 80 chains have been counted as 1 mile.

Train-Miles.—Miles run by loaded and empty trains have been considered as train-miles, irrespective of the number of vehicles hauled. If one or more loaded vehicles were attached to any freight train, either special or regular, at the commencement of the trip or at any intermediate station, the whole trip has been treated as Loaded Train-Miles. The mileage of engines run, with one or two brake vans only, has been separately recorded, and shown as train-miles under the head of engine and brake. The mileage of engines working more than two brake vans has been included as empty train-miles. Where a regular shunting engine worked short trips for a distance of 40 chains or upwards beyond what are considered the limits of the traffic yard, credit has been taken in train mileage for the actual distance run, calculated to the nearest mile. The mileage of engines working trains of passenger and freight vehicles scheduled as "Mixed" has been divided equally between "Coaching" and "Freight." The mileage of fish, fruit, and other perishable traffic trains has been divided between "Coaching" and "Freight" upon the basis of an ascertained allocation of receipts from traffic carried in such trains.

Shunting Miles.—Shunting hours have been converted into miles on the basis of 5 miles per hour.

Assisting Required Miles.—Miles run by a second engine required to give assistance either in front or rear of a train have been included under Assisting Required Miles. Assistance rendered by a second Electric Locomotive whether manned or not, has been similarly dealt with.

Assisting Not Required Miles.—The mileage run by engines attached to trains for convenience and not required to assist has been included under this heading.

Light Miles.—The figures represent the mileage of engines which ran light, either before or after working or assisting trains or shunting traffic, between shed and station or depôt, to or from turntable or over triangle to turn, to or from coal stage or water column, or from one locomotive depôt to another to work trains consequent upon a temporary shortage of engine power at a particular depôt.

Departmental Miles.—The figures cover all departmental service mileage, including departmental shunting.

Locomotive Coal Trains.—Where the trains were made up entirely of wagons conveying locomotive coal, or were returning empty after being used for that purpose, the mileage has been included under Departmental. If, for any portion of the journey, revenue-earning traffic was conveyed on the trains, the whole trip has been included under train-miles.

Engines with Breakdown Trains.—The mileage has been included under Departmental (Locomotive), but no mileage has been charged for the work over and above the distance to and from the place of the accident.

Engines running to and from Shops for or after Repairs. Light running for Locomotive purposes.—The mileage has been included as Locomotive Departmental mileage.

Coaching or Wagon Stock for Repairs or after Repairs and Trial Trips.—The mileage has been charged against the Carriage and Wagon Department in all cases where the trains were made up entirely of repair or trial vehicles. If for any portion of the journey revenue-earning traffic was conveyed, the whole of the trip has been included under train-miles.

Ballasting (including Engineers' Inspection and Service Trains).—The mileage has been calculated at 8 miles per hour.

Engines running Light between Depôts. Engines attached to Trains not required for Assisting Purposes.—The service worked or for which the engine was sent to work determines the allocation.

Engines standing waiting to assist or to act as Pilot (*i.e.*, Engine standing in Steam with Enginemen on duty to meet Emergencies).—No mileage has been allowed, but the time occupied has been included in "Other Hours," "Coaching" or "Freight" as the case might be. If, however, actual work was done the miles and hours have been allocated to the service performed from the commencement.

Division of Week-day and Sunday Mileage.—Engine-miles follow the wages in accordance with the time the enginemen commence work. All the work performed by enginemen who book on duty at any time between 12 midnight Saturday and 12 midnight Sunday is shown as Sunday mileage; 12 midnight Saturday is considered as Sunday and 12 midnight Sunday is treated as Monday. Good Friday and Christmas Day are counted as Sundays in England and Wales.

ENGINE-HOURS "IN TRAFFIC."—Engine-hours have been calculated from the time the engines left the Shed at the commencement of a turn of duty until their return thereto, excluding the time spent on locomotive duties during the time the engines were in traffic.

The allocation of engine-hours follows the engine-miles, and when an engine was occupied on more than one class of service in one turn of duty, the time at which the engine ceased duty with one service has been taken to be the commencing time for charging to the succeeding service.

Train-Hours.—The figures include time occupied working trains, time trains were standing at signals, intervals between trains (exclusive of time spent on Locomotive duties, Shunting, &c.), and light running of train engines between Shed and Station or Depôt where the distance was under 40 chains.

Shunting Hours.—The whole of the time regular shunting engines were occupied on their appointed shunting ground, after deducting locomotive duties and meal times (unless worked), has been charged to shunting, together with any time spent by such engines in running light between Shed and Station or Depôt where the distance was under 40 chains. In the case of train engines stopping at Stations or Depôts for shunting purposes, the whole of the time (exclusive of time spent on Locomotive duties), from commencing the shunting operations until the engine was again coupled to its train ready to resume the journey or was ready to depart to Shed, &c., has been allocated to shunting. If an engine disposed of its train intact, no shunting time has been included, but if it broke up or re-marshalled its train the time so occupied until ready to leave has been charged to shunting. No allowance has been made for running round trains.

"Other" Hours.—The figures include the time occupied by engines assisting trains, waiting to assist, or waiting to return after assisting, also the hours of engines "Assisting but not required," and time spent in "Light" running.

AVERAGE TRAIN LOAD.—These figures have been arrived at by dividing the net ton-miles, including free-hauled, by the total train-miles, *i.e.*, Loaded, Empty, and Engine and Brake, and in the case of individual Companies, the train-miles used are those worked over the Company's system.

AVERAGE WAGON LOAD.—The figures have been ascertained by dividing the net ton-miles for (a) General Merchandise and Live Stock, (b) Coal, Coke and Patent Fuel, and (c) Other Minerals by the loaded wagon-miles, and in the case of individual companies, the wagon-miles used are those worked over the Company's system.

WAGONS PER TRAIN.—These figures represent the average number of loaded and empty wagons per train hauled by the Company's engines over its own and other Companies' systems, and have been ascertained by dividing the wagon miles by the freight train miles.

NET TON-MILES PER ENGINE HOUR.—The hours used are those occupied "In Traffic," excluding Departmental, and in the case of individual Companies they are the hours over the Company's system.

TRAIN-MILES PER HOUR.—The train-miles per train-hour represent the total train-miles, *i.e.*, Loaded, Empty, and Engine and Brake, run by the Companies' engines, divided by the corresponding train-hours "In Traffic." The train-miles per engine-hour are the same train-miles divided by the total engine-hours "In Traffic," excluding Departmental.

STEAM LOCOMOTIVES IN TRAFFIC.—In computing the number of engines in use, double-manned engines have been counted once only.

ELECTRICITY AND LUBRICATING OIL USED BY ELECTRIC MOTOR VEHICLES, &c.—The units of electricity shown as supplied for traction purposes include those used for the heating and lighting of trains, while the pints of oil are in respect of the oil used for lubricating the armature bearings, suspension bearings and compressors on electric locomotives and electric motor vehicles.

MINISTRY OF TRANSPORT,
Financial and Statistical Department,
9th November, 1926.

CYRIL HURCOMB,
Principal Assistant Secretary.

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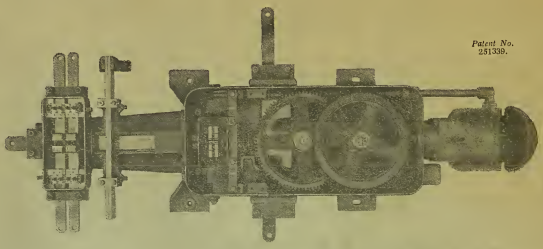

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